

LOG BOOK

OF THE

Bark Clavis Capt Smith

ON A VOYAGE

From Edgartown Mass.

To The South Atlantic Whaling

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C5915
1878L
V. II

LLOYD'S RULES

FOR THE

Stowage of Mixed Cargoes,

Prepared by Messrs. Henry C. Chapman & Co., Agents for Lloyd's, Liverpool.

1.—Owners, Commanders, and Mates of Ships, are considered in law in the same situation as Common Carriers, it is therefore necessary that all due precautions be taken to receive and stow Cargoes in good order, and deliver the same in like good order. The law holds the Shipowner liable for the safe custody of the Goods when properly and legally received on board in good order, and for the "delivery," to parties producing the Bill of Lading. The Captain's blank Bill of Lading should be received by the Warehouse Keeper or person authorised to receive the contents. Goods are not unfrequently sent alongside in a damaged state, and letters of indemnity given to the Captain by the Shippers for signing in good order and condition; this is nothing more or less than conniving at fraud; fine Goods are also often damaged in the Ship's hold by Lumpers, if permitted to use Cotton Hooks in handling Bales. All Goods must be received on board according to the custom of the Port where the Cargo is to be taken in, and the same custom will regulate the commencement of the responsibility of the Master and Owners.

2.—HEMP, FLAX, WOOL, and COTTON, should be dunnaged 9 inches on the Floors, and to the upper part of the bilge, the wing bales of the second tier kept 6 inches off the side at the lower corner, and $2\frac{1}{2}$ inches at the sides. Sand or damp gravel Ballast to be covered with boards. Pumps to be frequently sounded and attended to. Sharp-bottomed Ships one-third less dunnage in floor and bilges. Avoid Horn Shavings as dunnage from Calcutta.

3.—All CORN, WHEAT, RICE, PEASE, BEANS, &c. when in bulk, to be stowed on a good high platform, or dunnage wood, of not less than 10 inches, and in the bilges 14 inches dunnage; the pumps and masts cased, to have strong bulkheads, good shifting boards, with feeders and ventilators, and to have no admixture of other Goods. Flat-floored, wall-sided Ships should be fitted with Bilge Pumps. On no consideration must the Staunchions under the Beams be removed.

4.—OIL, WINE, SPIRITS, BEER, MOLASSES, TAR, &c. to be stowed bung up; to have good cross beds at the quarters, (*and not to trust to hanging beds*) to be well chocked with wood, and allowed to stow three heights of pipes or butts, four heights of puncheons, and six heights of hogsheads or half-puncheons. All Moist Goods and Liquids, such as SALTED HIDES, Bales of BACON, BUTTER, LARD, GREASE, CASTOR OIL, &c. should not

be stowed too near "Dry Goods," whose nature is to absorb moisture. Ship-owners have often to pay heavy damages for Leakage in Casks of Molasses, arising from stowing too many heights without an intervening platform or 'twixt decks. From Bengal Goods also are frequently damaged by Castor Oil.

5.—TEA and FLOUR in barrels; FLAX, CLOVER and LINSEED, or RICE, in tierces; COFFEE and COCOA in bags should always have 9 inches at least of good dunnage in the bottom, and 14 to the upper part of the bilges, with $2\frac{1}{2}$ inches at the sides: allowed to stow six heights of tierces and eight heights of barrels. All Ships above 600 tons should have 'twixt decks or platforms laid for these Cargoes, to ease the pressure—caulked 'twixt decks should have scuppers in the sides, and $2\frac{1}{2}$ inches of dunnage laid athwart ship, and not fore-and-aft ways, when in Bags or Sacks; and when in Boxes or Casks not less than 1 inch. RICE from Calcutta is not unfrequently damaged by Indigo, for want of care in stowing.

6.—Entire Cargoes of SUGAR, SALTPETRE, and GUANO in bags must have the dunnage carefully attended to, as laid down for other goods. TIMBER Ships are better without 'twixt decks if loading all Timber or Deals. Brown Sugar to be kept separate from white Sugar, and both kept from direct contact with Saltpetre.

7.—Pot and PEARL ASHES, TOBACCO, BARK, INDIGO, MADDERS, GUM, &c., whether in Casks, Cases, or Bales, to be dunnaged in the bottom, and to the upper part of the bilges at least 9 inches, and $2\frac{1}{2}$ inches at the sides.

8.—MISCELLANEOUS GOODS, such as Boxes of CHEESE, Kegs and Tubs of LARD, or other small or slight-made packages, not intended for broken stowage, should be stowed by themselves, and dunnaged as other goods.

9.—Barrels of PROVISIONS and TALLOW Casks allowed to stow six heights. All METALS should be stowed under, and separated from, Goods liable to be damaged by contact.

10.—All MANUFACTURED GOODS, also DRY HIDES, Bales of SILK, or other valuable Articles, should have $2\frac{1}{2}$ inches of dunnage against the side to preserve a water-course. Bundles of SHEET IRON, RODS, Pigs of Copper or Iron, or any rough hard substance, should not be allowed to come in contact with Bales or Bags, or any soft packages liable to be chafed. When Mats can be procured they should be used at the sides for Silk, Tea, &c.

11.—TAR, TURPENTINE, ROSIN, &c. to have flat Beds of Wood under the quarters, of an inch thick, and allowed to stow six heights.

12.—Very frequent and serious loss falls on Merchants on the upper part of Cargoes, particularly in Vessels that bring Wheat, Corn, Tobacco, Oil Cake, &c., arising from vapour damage imbibed by Wheat, Flour, and other Goods, stowed in the same vessel with Turpentine, or other strong-scented articles: the Shippers are to blame for such negligence, for not making due inquiry before shipping.

13.—Ships laden with full Cargoes of Coal, bound round Cape Horn or Cape of Good Hope, to be provided with approved ventilators as a preventive against ignition.

14.—No Vessel bound on any over-sea voyage, should on any account be loaded beyond that point of immersion which will present a clear side out of water, when upright, of three inches to every foot depth of hold, measured amidships, from the height of the deck at the side to the water.

TEMPORARY RUDDER.

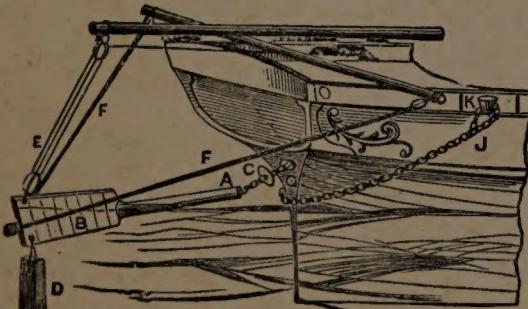


FIG. 1.

Pass the End of a Chain down the Rudder Trunk, and take it up over the stern; lash the end link to a piece of spar (A, Fig. 1) fitted with a blade (B); put a mouse (C) on the chain, leaving two or three links drift between it and the spar for play; sling a pig of ballast, or other weight, at the lower part of the blade (D); fit a block (E) for a tackle to trice it up clear of the screw in case of making sternway; fit guys (F); lower the whole over the stern, and heave the chain tight until the mouse (C) is jammed tight in the lower part of the trunk (G); secure the chain (H, Fig. 2), reeve the guys (F) through blocks at the end of a spar across the stern (I), and take them to the barrel of the wheel. When the main piece of the Rudder cannot be unshipped, lash a large shackle to the end of the spar, and reeve the chain (J) through the shackle, drop the bight of the chain over the stern, and draw it tight under the counter, securing both ends in board at (K.)—T. H. WITHERS, Examiner in Seamanship, London.—(NAUTICAL MAGAZINE, November, 1873.)

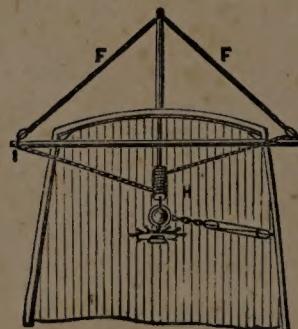


FIG. 2.

ROUND WIRE ROPES,

FOR SHIPS' STANDING RIGGING, JIB STAYS, &c.
(By permission of A. J. HUTCHINGS & Co., Patent Improved Wire Rope Manufacturers, Millwall, London, E.)

WIRE ROPE.	HEMP ROPE.		CHAIN.						
	Circumference.	Weight per Yard.	Circumference.	Weight per Yard.	Size.	Weight per Yard.	T.	C.	Owts.
1 $\frac{1}{2}$	lbs oz.	3 1 10	1 $\frac{1}{2}$	2 8	2 5	8			
1 $\frac{3}{4}$	1 4	3 $\frac{1}{2}$ 2 0	2	4 0	4 0	15			
2	1 12	4 $\frac{1}{2}$ 3 1	2 $\frac{1}{2}$	8 0	6 7	18			
2 $\frac{1}{4}$	2 4	5 3 8	2 $\frac{1}{2}$	9 8	7 5	22			
2 $\frac{1}{2}$	2 12	5 $\frac{1}{2}$ 4 4	3	11 0	8 11	30			
2 $\frac{3}{4}$	3 4	6 5 0	4 $\frac{1}{2}$	13 0	10 0	37			
3	3 12	6 6 0	5 $\frac{1}{2}$	15 0	11 14	45			
3 $\frac{1}{4}$	4 4	7 6 8	6 $\frac{1}{2}$	17 0	13 0	53			
3 $\frac{1}{2}$	5 4	7 $\frac{1}{2}$ 7 0	7 $\frac{1}{2}$	20 0	15 6	60			
3 $\frac{3}{4}$	6 0	8 8 0	8 $\frac{1}{2}$	23 8	17 5	72			
4	7 0	8 $\frac{1}{2}$ 9 8	9 $\frac{1}{2}$	1 27 0	19 6	84			
4 $\frac{1}{4}$	7 8	9 11 0	1 $\frac{1}{2}$ $\frac{1}{2}$	30 0	21 10	90			
4 $\frac{1}{2}$	9 0	10 12 8	1 $\frac{1}{2}$ $\frac{1}{2}$	34 0	24 10	100			

ADVANCE NOTES, up to £5 require 1d. impressed Stamp, from £5 to £10 a 2d. Stamp. IN PAYING OFF A CREW.—The Marine Form F "Account of Wages" must be filled up and delivered to each member of the crew, at least 24 hours before he is paid off, under a penalty not exceeding £5, and no deduction will be allowed unless duly inserted. (See Merchant Shipping Act.)

Captains will find "C. Wilson's Seaman's Wages Books" most useful publications, as they contain tables for readily calculating the amount of wages due to the day or month, and also contain a special blank leaf after each seaman's account for entering the "cash advanced" and "supplies" made during the voyage. The seaman's signature should always be obtained as a receipt when advances &c. are made, in order to prevent any dispute at the time of "paying off."

CHARLES WILSON, (late Norie & Wilson,)
157, LEADENHALL STREET, LONDON, E.C.

A LOG BOOK
CONTAINING
THE PROCEEDINGS

ON BOARD THE

Bark Clavis
From the Port of Edgartown U.S.
To The South Atlantic Whaling.

Commanded by

Capt. Fred. A. Smith

Commencing *November 11th 1880*

Ending _____

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SEVEN
OLIVE
YEARS

SHIP'S COMPANY.

Date	Name.	Rank.	Age.	Country &c. where born.	No.	Remarks, Casualties, &c.

SHIP'S COMPANY.

Date	Name.	Rank.	Age.	Country &c. where born.	No.	Remarks, Casualties, &c.
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PASSENGERS.

No.	Name.	Description.	When & where received on Board.	When and where Landed.

PASSENGERS.

No.	Name.	Description.	When & where received on Board.	When and where Landed.

Bark Clarice On The Freshian Ground

1880

Thursday Nov 11th.

First part light air from the N. & calm. Middle part light breeze from the N. Latter part strong breeze from the N. W. and raining. Steaming S. by E. Cloudy, no observation.

Friday Nov 12th

First part strong breeze from the W. and squally. Middle part wind S. W. and clear, Latter part the same. By the wind on Starboard tack.

Lat. 35° 08' S. Long 17° 44' W.

Saturday Nov 13th

First part fresh breeze from the S. W. on Starboard tack spoke the Sea Ranger Holmes, nothing since leaving St. Helena. Middle part light breeze from the N. on S. tack. Latter part strong breeze, & cloudy.

Sunday Nov 14th

First part blowing a gale from the N. W. on Starboard tack, middle part more moderate on Port tack. Latter part wind S. W. and more moderate.

Lat. 34° 46' S. Long 18° 30' W.

Monday Nov 15th

First part fresh breeze from the S. steering W. Middle part wind light from the Eastward. Latter part wind S. Lat. 34° 56' S. Long. 20° 26' W.

Tuesday Nov 16th

First part fresh breeze from the S. W & rainy by the wind
on Starboard tack. Middle part calm, latter part wind
N. N. E. steering W. by N. Lat. $34^{\circ} 36' S.$ Long $21^{\circ} 23' E.$

Wednesday Nov 17th

First part fresh breeze from the N. steering W. by S.
Middle part strong breeze from the S. S. E. wind
rainy. Latter part moderate with squalls of rain,
by the wind on Starboard tack

Thursday Nov 18th

First part moderate breeze from the N. E. by the wind
on Starboard tack. Middle part the same, latter part
rainy. No Observation.

Friday Nov 19th

First part moderate breeze from the West and
rainy. Middle & latter part fine breeze from the
W. S. W. & clear. on Starboard tack by the wind.
Lat. $37^{\circ} S.$ Long $24^{\circ} 30' E.$

Saturday Nov 20th

First part light breeze from the N. W. and clear,
Middle & latter part the same working to midward
Lat. $36^{\circ} 06' S.$ Long $24^{\circ} 22' W.$

Bark Clarice On The Tristan Ground 1880

Sunday Nov 21st

First part light breeze from the N. W. on Starboard tack, Bark Gay Head, Mitchell go sperm, since leaving St. Helena. Middle part calm. Latter part fine light breeze from the N. E. by the wind on Port tack.
Lat. 36° 23' S. Long 23° 27' W.

Monday Nov 22nd

First part good breeze from the N. E. by the wind on Port tack. The Gay Head went out of sight to the South. Middle part. on Starboard tack. Latter part on Port. Thick and raining.

Tuesday Nov 23^d

First part thick fog, on Starboard tack made short sail. wind North. Middle part raining. Latter part foggy & moderate Lat. 30° 36' S.

Wednesday Nov 24th

First part moderate breeze from the S. W. on Starboard tack. Bark, Bark Falcon. Handing on t'gong since leaving St. Helena. Middle part on Port tack. Latter part on Starboard. Lat. 36° 33' S. Long 22° 51' W.

Thursday Nov 25th

First part fine breeze from the S. S. E on Starboard tack. Middle & latter part calm. The Falcon in sight.
Lat. 36° 29' S. Long. 22° 37' W.

Bark Gloucester On The Tristan Current.

Friday Nov 26th

First part light air from the N. steering S.S.E. Middle part fine breeze. Latter part foggy. No observation.

Saturday Nov 27th

First part moderate breeze from the N. and foggy over Starboard tack. Middle part on Port tack. Latter part kept S.E. in a while then shifted to on Port tack. Foggy & rainy.

Sunday Nov 28th

First part fresh breeze from the N. & rainy over Port tack. Middle part wind light and raining latter part wind up'it from the S. on Starboard tack. Lat 38° 15' S. Long 20° 50' W.

Monday Nov 29th

First part wind moderate from the N.W. heading to Reservoir. The Falcon in sight. Middle & latter part foggy & rainy. were around to the Eastward at 9 o'clock A.M.

Tuesday Nov 30th

First part fresh breeze from the N. and thick rainy weather on the Port tack. Middle & latter part blowing a gale

Bark Clarie On The Trigian Ground

Wednesday Dec 1st

First part blowing as gale from the N. Rose to
on Port tack. Middle part more moderate & foggy
latter part kept off East. Lat. $37^{\circ}41'S.$ Long $18^{\circ}30'W.$

Thursday Dec 2nd

First part strong breeze from the N.N.E. on Port
tack. Middle part the same. latter part right air
from the Westward steering E. by S.
Lat. $37^{\circ}14'L.$ Long. $17^{\circ}12'W.$

Friday Dec 2nd

First part light air from the W. steering East.
Passed a school of Sperm Whales at $4\frac{1}{2}$ o'clock
S. W. going to Windward, lowered for them but
got no chance. Broke out sun now. Topmast staysail
and bent as Middle part on Port tack by no wind
latter part steering East. cloudy, no observation.

Saturday Dec 3rd

First part good breeze from the East steering E. N. E.
Middle part right breeze & clear. latter part kept off
E. S. E. Lat. $36^{\circ}33'S.$ Long $15^{\circ}38'W.$

Back Blane On The Tristan Ground.

Sunday Dec 5th

First part light breeze from the West steering S.E by E. Raised a Right Whale at 1 o'clock P.M. going to windward. Drowned but he was near shore. Middle part carrying too on Port tack. Latter part kept off S.E by E. Sank Hercules 75 fms. This season Lat. 36° 29' S. Long 15° 11' W.

Monday Dec 6th

First part fine breeze from the W steering S.E by E. Middle part the same. Latter part raised the steamer of Tristan De Acunha at daylight bearing S. and hauled up for it.

Tuesday Dec 7th

Fine breeze from the Westward. Hopped up to the Island and went on shore to get Potatoes. + Got them off at dark. Middle part got through with the trading and kept off N.E. Sold 20 bags of flour & 100 potatoes. Latter part wind steering E. by S. The Hercules in sight to Leonard. Lat. 36° 55' S. Long. 15° 47' W.

Wednesday Dec 8th

First part fresh, breeze from the N. steering East. Middle part strong, steering E. by S. Latter part the same. The Hercules in sight.

Lat. 36° 47' S.
Long 70° 18' W.

Bark Clarendon Tristan Ground

Thursday Dec 9th

First part blowing a gale from the N. N. W. steering off E. until 5 o'clock when tacked to on Port tack latter part blowing from the N. W. kept off E. by S.
Lat. $36^{\circ} 07' S.$ Long $5^{\circ} 52' W.$

Friday Dec 10th

First part blowing a gale from the West steering E. S. E. Middle part held to on Port tack. Latter part kept off E. S. E. Lat. $36^{\circ} 12' S.$ Long $4^{\circ} 32' W.$

Saturday Dec 11th

First part strong breeze from the W. steering E. S. E
the Hercules in sight. Middle part held to on
Starboard tack. Latter part kept off E. by S.
Lat. $36^{\circ} 24' S$ long $2^{\circ} 48' W.$

Sunday Dec 12th

First part fresh breeze from the N. W. steering E. by S.
the Hercules in sight to the South of us. Middle part
wind N. on Starboard tack. Latter part blowing
fresh. On Port tack. Lat. $36^{\circ} 25' S$ long $1^{\circ} 45' W.$

Monday Dec 13th

First part blowing a gale from the N. W. Port tack
Middle part wind turned to West; more moderate.
Latter part kept off E. by S.
Lat. $35^{\circ} 51' S.$
Long 16 miles West

Dark Clouds On The Indian Ground

Tuesday Dec 14th

First part fresh breeze from the West steering E.S.E.
Middle part laid to on Starboard tack. Latter part
left off S.E. Saw a large number of Simbacher.
Lat 36° 17' S. Long 100° 15' East.

Wednesday Dec 15th

First part fresh breeze from the West steering East
Middle part on Port tack. Latter part left off E.S.E.
Lat 35° 44' S. Long 2° 57' W.

Thursday Dec 16th

First part fresh breeze from the West steering
E.S.E. Middle part wind light and variable with rain
Latter part fresh breeze from the N. steering S.W.
Lat 36° 23' S. Long 3° East.

Friday Dec 17th

First part blowing a gale from the N. hove to on
Starboard tack. Middle part wind hauled to W.
Latter part more moderate left off E.N.E.
Lat 35° 51' S. Long 8° 47' E.

Saturday Dec 18th

First part strong breeze from the West and clear steering
N.E. Middle & latter part wind light
Lat 33° 59' S. Long 4° 30' East

Bark Clarie Towards The Coast Of Africa

Sunday Dec 19th

First part wind light from the W. N. W. steering S. E.
Middle and latter part light air from the West. ran
a Brig Convoy to the Eastward.

Lat. $32^{\circ} 51' S.$ Long $5^{\circ} 15' E.$

Monday Dec 20th

First part light air from the S. W. steering S. E. by E.
Middle part wind varied to East by the wind on Starboard
tack. Latter part wind N. on Port tack

Lat. $32^{\circ} 12' S.$ Long. $6^{\circ} 25' E.$

Tuesday Dec 21st

First part light breeze from the N. steering E. by N. Middle
part wind N. N. W. Latter part wind S. S. W.
Bent new main-top-gallant staysail.

Lat. $30^{\circ} - 03' S.$ Long $8^{\circ} 21' E.$

Wednesday Dec 22nd

First part fine light breeze from the N. W. steering E. N. E.
Middle & latter part light variable winds

Lat $30^{\circ} 01' S.$ Long $9^{\circ} 27' E.$

Thursday Dec 23^d

First part light air from the West, steering E. S. E.
Middle part wind light and variable, latter part
light breeze from the N.

Lat. $29^{\circ} 11' S.$
Long. $10^{\circ} 10' E.$

Bark Clarié On The Coast Of Africa

Friday Dec 24th

First part fine light breeze from the N. W. steering N.E
Middle part very soon latter fresh wind S.W. steering
N.E. by N. Long three merchantmen bound to the N.W.
Lat. 27° 37' S. Long 10° 50' E.

Saturday Dec 25th

First part fresh trades, steering N.E. by S. Middle
and latter part the same. Lat. 25° 11' S. Long 10° 57' E.

Sunday Dec 26th

First part strong trades, steering N.E. by S. Middle
part luffed too low Port tack. Latter part kept off N.E.
Lat. 23° 42' S. Long 10° 43' E.

Monday Dec 27th

First part strong trades, steering N.E. Luffed to on
Starboard tack at dark. Latter part kept off N.E.
Lat. 22° 11' S. Long 10° 27' E.

Tuesday Dec 28th

First part fresh trades steering E. N.E. Luffed to
on Port tack at dark. Latter part steering S.W. moderate
Lat. 21° 22' S. Long 10° 47' E.

Bark Clarie On The Coast Of Africa 1880

Wednesday Dec 29th.

First part moderate trades steering N. W. Luffed to on Port tack at dark. Latter part kept off S. N. E. Lat 20° 50' S. Long 16° 11' E.

Thursday Dec 30th.

First part moderate trades, steering E. Luffed to on Port tack at dark. Latter part kept off S. E. fresh trades again. Lat. 19° 50' S. Long 16° 34' E.

Friday Dec 31st.

First part fresh trades land sketchy weather, steering S. E. Luffed to on Port tack at dark. Latter part kept off S. E. Lat. 18° 42' S. Long 17° 12' E.

Saturday Jan. 1st 1881

First part fresh trades steering East. Middle part luffed to on Port tack, and more around at 2½ o'clock. Latter part sighted the West Coast of Africa at 7 o'clock A.M. and kept off. Lat. 17° 56' S. Long 10° 36' E.

Sunday Jan 2nd

First part fresh trades, steering N. W. Luffed to on Port tack at dark. Latter part kept off S. S. E. Lat. 17° 18' S. Long 9° 47' E.

Sark Cliffs On The Coast Of Africa 1881

Monday Jan 3^d

First part moderate trades, steering S. S. E. Luffed too on Port tack at dark. Latter part kept off W. N. W.
Lat. $16^{\circ} 47' S.$ Long $90^{\circ} 10' E.$

Tuesday Jan 4^d

First part moderate trades, steering N. E. by E.
Luffed to on Starboard tack at dark. Latter part
Kept off N. E. Lat $16^{\circ} 02' S.$ Long $10^{\circ} 03' E.$

Wednesday Jan 5^d

First part moderate trades, steering N. W. Luffed
too on Port tack at dark. Latter part kept off W. N. W.
Lat. $15^{\circ} 34' S.$ Long $8^{\circ} 20' E.$

Thursday Jan 6^d

First part moderate trades, by the wind on Port tack
Middle & latter part the same. Lat. $15^{\circ} 46' S.$ Long $6^{\circ} 44' E.$

Friday Jan 7^d

First part moderate trades, by the wind on Starboard tack
Middle part more around. latter part on Port tack
Lat. $16^{\circ} 08' S.$ Long $6^{\circ} 22' E.$

Barb's Cruise On The Coast Of Africa 1881

Saturday Jan 8th

First part fine trades by the wind on Port tack
Middle & latter part on Starboard tack.

Lat. 16° Long 4°

Sunday Jan 9th

First part moderate trades by the wind on Starboard
tack. Middle & latter part on Port tack. Spoke dark
Windward, Hoyer 50 lbs since leaving St Helena.

Lat. $16^{\circ} 18'$ S. Long $6^{\circ} 38'$ E.

Monday Jan 10th

First part light breeze, on Port tack. Middle & latter part
on Starboard tack. The Wanderer in sight to leeward

Lat. $16^{\circ} 06'$ S. Long $7^{\circ} 25'$ East

Tuesday Jan 11th

First part light trades, on Starboard tack. Middle &
latter part fresh trades. The Wanderer in sight to
leeward. Lat. $16^{\circ} 48'$ S. Long $8^{\circ} 54'$ E.

Wednesday Jan 12th

First part fresh trades on Starboard tack. Wind
towards dark. Run upped to again. Middle & latter
part standing to the entrance. The Wanderer in
sight to leeward.

Lat. $15^{\circ} 33'$ S. Long $10^{\circ} 08'$ E.

Bark Clarie On The Coast of Africa 1881

Tuesday Jan 13th 1881

First part moderate trades, kept off S. then luffed
to again to the eastward. Middle part layed aback on
Starboard tack. Latter part kept off N.W.
Lat: $14^{\circ} 58' S.$ Long: $80^{\circ} 28' E.$

Wednesday Jan 14th

First part light trades, kept off S. Middle part layed
aback. Latter part kept off N.W. The Wanderer in sight.
Lat: $14^{\circ} 21' S.$ Long $80^{\circ} 20' E.$

Saturday Jan 15th

First part light trades, steering N.W. Middle part on Port
tack. Latter part kept off S. N.W. The Wanderer in sight.
Lat: $13^{\circ} 58' S.$ Long $80^{\circ} 37' E.$

Sunday Jan 16th

First part moderate trades, steering W by N. Middle
part by the wind on Port tack. Latter part
steering W. Lat: $14^{\circ} 24' S.$ Long $6^{\circ} 03'$

Monday Jan 17th

First part moderate trades, steering W. Middle part
luffed to on Port tack. Latter part kept off West
Lat: $14^{\circ} 50' S.$ Long $5^{\circ} E.$

Bank Clarie On The Coast Of Africa

Tuesday Jan 18th

First part light air from the S.E. stirring Dr. R. W.
Middle part layed aback. Latter part kept off N.W.
Employed in breaking out water & provisions.
Lat. 14° 56' S. Long 4° 06 E.

Wednesday Jan 19th

First part light breeze from the S. stirring Dr. by S.
Middle part layed aback. Latter part calm.
Lat 15° 00' Long 3° 35' E.

Thursday Jan 20th

First part calm. Middle and latter part light breeze
from the South by the wind on Port tack. Employed in
in painting boats. Lat. 15° 14' S. Long 2° 34' E.

Friday Jan 21st

First part light breeze from the S. on Port tack by the wind
Middle part layed aback. latter part on Port tack
Employed in painting boats. Lat 15° 49' S. Long 1° 52' E.

Saturday Jan 22nd

First part light breeze but gradually, on S.S.E. on Starboard
Tack by the wind. Middle & latter part the same.
Lat. 15° 15' S. Long 2° 46' E.

Bark Clarie On The Coast Of Africa.

Sunday Jan 23^d.

First part moderate breeze from the E.S.E. on
Port tack. Middle & latter part on Starboard tack, wind
S. Lat 15° 12' S. Long 3° 49' E.

Monday Jan 24^d.

First part light wind from the E.S.E. Spoke to
Kathleen, Hornblower, Horrible. Middle & latter part nearly
calm. Lat 14° 43' S. Long 4° 17' E.

Tuesday Jan 25^d.

First part calm. Middle & latter part light breeze from
the S.S.E. by the wind on Starboard tack.
Lat. 14° 28' S. Long 5° 31' E.

Wednesday Jan 26^d.

First part light from the S. Middle & latter part light
winds end calm. Sunday. Lat. 14° 36' S.

Thursday Jan 27^d.

First part calm. Middle & latter part light breeze
from the West, steering S. by W. Employed in washing
ship. Lat. 14° 49' S. Long 6° 38' E.

Friday Jan 28^d.

First part light breeze from the West steering S. by E. Middle
part wind light from the S.W. by the wind. latter part
wind S. on Port tack
Lat. 15° 32' S. Long 6° 44' E.

Saturday Jan 29th 1881

First part light breeze from the S. on Port tack, middle part on Starboard, latter part on Cos. winds light and variable. Lat. 15° 35' S. Long 6° 46' E.

Sunday Jan 30th

First part light air from the S. By the wind on Port tack latter part the same. Latter part steers W. N. W. Lat. 16° 04' S. Long 5° 26' E.

Monday Jan. 31st

First part light breeze from the S. steering W. N. W. Middle part raked aback, latter part kept off N. W. Lat. 15° 42' S. Long 4° 20' E.

Tuesday February 1st

First part fresh breeze from the S. with squalls of rain steering N. W. Middle part raked aback. latter part kept off N. W. Lat. 15° 14' S. Long 3° 18' E.

Wednesday Feb 2nd

First part moderate breeze from the S. steering N. W. Middle part raked too on Port tack, latter part kept off N. W. Lat. 14° 48' S. Long 2° 10' E.

Thursday Feb 3rd

First part light trades steering N. N. E. Middle part raked too on Port tack. latter part kept off N. N. W. Lat. 14° 49' S. Long, 36 miles East

Sir Clavie On The Midian Ground.

Friday February 4th 1881

First part moderate trades steering N. W. or Middle part varied too on Port tack. Latter part best of N. W. W.
Lat 14° 32' S. Long 10 miles E

Saturday Feb 5th

First part moderate trades steering S. E. Middle part varied too on Starboard tack. Latter part best variable winds. I prize the Dark Wanderer, nothing since we last saw her.

Sunday Feb 6th

First part wind variable, variable and gains. Middle part breeze from the S. S. E. on Starboard tack, latter part on Port tack. The Mandar in sight to leeward
Lat. 14° 28' S. Long 13 miles East

Monday Feb 7th

First part with breeze from the S. E. on Port tack Middle part the same. Latter part on Starboard tack. The Wanderer in sight to leeward
Lat. 15° 16' S. Long 6 miles East

Tuesday Feb 8th

First part moderate trades on Starboard tack Middle part the same. Latter part on Port tack
Lat. 15° 02' S. Long 20 miles East

Barb. S. Line On The Meridian Ground

Wednesday Feb 9th 1881

First part fresh trades on Port Tack. Middle & Last part the same. Strike the Wanderer.
Lat. 15° 44' S. Long 42 miles East.

Thursday Feb 10th

First part fresh trades, above around on Starboard tack
at 3 o'clock P.M. Middle part more moderate.
Last part around right. The Wanderer in sight.
Lat. 15° 25' S. Long 16 miles West.

Friday Feb 11th

First part light trades, on Starboard tack, Middle &
Last part the same.
Lat. 15° 14' S. Long 50 miles E.

Saturday Feb 12th
First part light trades on Starboard tack. Strike
the C. W. Mountain, Erie 230 miles this season. Middle
& Last part fresh trades. Lat. 14° 32' S. Long 1048 E.

Sunday Feb 13th

First had strong trades, on Starboard tack. Middle
part on Port tack, rather west on Starboard.
Saw a Whaling Schooner steering to the North
Lat. 14° 45' S.
Long 2° 00' E.

Bark Cuivre On The Midway Ground 1881

Monday Feb 14th 1881

First part fresh trades in the wind on Starboard tack.
Middle part on Port tack, latter part the same.
Lat. 14° 42' S. Long 130° E.

Tuesday Feb 15th

First part moderate breeze from the S. on
Port tack by the wind. Middle part the same.
Latter part kept W. by N. Errand in repairing
sails. Lat. 15° S. Long 5 miles East.

Wednesday Feb 16th

First part light trades, steering W. by N. Middle
and latter part light variable air and calm with
rain squalls. Lat 15° 23' S. Long 16 miles West

Thursday Feb 17th

First part light air, and calm. Middle part light
breeze from the S. by the wind on Port tack. Latter
part fresh breeze from the S.E. steering W.
Lat. 15° 50' S. Long 10° 17' E.

Friday Feb 18th

First part fresh breeze from the S.E. with rain, squalls
steering N. N.E. Middle part on Starboard tack had the
wind. Latter part on Starboard Tack.
Lat. 15° S. Long 42 miles W.

Bark Clavis On The Midway Ground.

Saturday Feb 19th.

First part fresh trades, on Starboard tack, especially.
Middle part on Port tack, latter part on Starboard.
Lat. 14° 58' S. Long 25 miles W.

Sunday Feb 20th.

First part fresh trades on Starboard tack. Parted
the gib stay, spliced it and set it up again.
Middle part on Port tack. Latter part on Starboard.
A large steamer passed going to Greenwich.
Lat. 13° 00' S. Long 4 miles West.

Monday Feb 21st.

First part moderate trades on Starboard tack by the
wind, and the same throughout the day.

Lat. 14° 42' S. Long 10° 04' East.

Tuesday Feb 22nd.

First part moderate trades on Starboard tack. Employed
in repairing a topail. Middle and latter part light
trades.

Lat. 14° 37' S. Long 2° E.

Wednesday Feb 23rd.

First part light on the S. on Starboard tack.
Middle and latter part light variable winds and
calms.

Lat. 14° 38' S. Long 2° 41' East.

Bark Clarice On The Coast Of Africa.

Thursday Feb 24th

First part light air from the S. by the wind on S.
tack. Middle part the same. Latter part steering N.W.
Employed in cleaning iron work and painting it.
Lat. $14^{\circ}32'$ S. Long $20^{\circ}07'$ E.

Friday Feb 25th

First part light air from the S. S.W. steering Dr. S. W.
Middle part & latter by the wind on Port tack.
Employed in cleaning iron work.
Lat. $14^{\circ}39'$ S. Long $1^{\circ}E$

Saturday Feb 26th

First part moderate trades, steering Dr. S. W. Middle
part by the wind on Port tack latter part left off
West. Lat. $15^{\circ}23'$ S. Long 6 miles East

Sunday Feb 27th

First part fresh trades, steering E. N. E. Middle
& latter part by the wind on Starboard tack
Lat. $14^{\circ}28'$ S. Long 56 miles East

Monday Feb 28th

First part, fresh trades by the wind on Starboard tack
Middle part on Port tack, latter part left off N. S. W.
Employed in cleaning and painting iron work.
Lat. $14^{\circ}46'$ S. Long 18 miles East

Back Convoy On The Midway Ground 1881

Tuesday March 1st

First part moderate trades steaming W. by N. Middle part
by the wind latter part kept off N. by E.
Employed in cleaning & painting iron work
Lat. 15° 18' S. Long 1° 02' West.

Wednesday March 2nd

First part fine trades steering W. by N. Middle part
by the wind on Port tack, latter part steering W. N. W.
Employed in cleaning and painting iron work.
Lat. 15° 39' S. Long 2° 34' W.

Thursday March 3^d

First part fine trades, returning W. by N. Middle &
latter part the same. Employed in scraping oysters.
Lat 15° 30' S. Long 4° 7'

Friday March 4th

First part fresh trades & mainly steering W. Middle
part by the wind on Port tack, latter part kept off
N. N. W. Lat. 15° 46' S.

Saturday March 5th

First part moderate trades sighted the Island "St.
Helena" Spoke 12k. Here Monitor Foster 15a.m. The
Latter part by the wind on Port tack
Employed Carboard
The Island boat and got one
in sight toeward

Zack's
Journal Of St Helena 1881

Sunday March 6th

First part fresh trades on Starboard tack, Spoke
the C. W. Again saw four whalers to leeward
middle part on Port tack, latter part on Starboard,
tack.

Monday March 7th

First part fresh trades on Starboard tack, Middle
part on Port tack latter part with the Park's Wanderer and
part of the Island of St Helena, Employed in cleaning
tack.

Tuesday March 8th

First part fresh trades got off the Harbor at 3 o'clock, and
the Capt. went on shore and sent off the letters then
stood off and the Eastern tack, latter part since in
of the Harbor & the Capt came on board again.

Wednesday March 9th

First part moderate trades stood into the Harbor
and come to an anchor, at 3 o'clock, latter part
employed in cleaning ship.

Knows Loo

Thursday March 10th

Fresh trades employed in cleaning ship in C. W. Again
came in to an anchor to ride.

Dark Service At Anchor in St Helena.

Friday March 11th

First part rainy & rain, employed in painting ship.

Saturday March 12th
Painting aloft.

First part rainy.

Sunday March 13th

Fine weather all day, one watch on shore for a run.

Monday Mar. 14th

Finished painting spars.

Tuesday March 15th

Employed in pumping out salt water and getting ready for fresh water.

Wednesday March 16th

Employed in filling water, and breaking out oil to ship by the S. W. Morgan.

Thursday March 17th

Employed in shifting oil on board the S. W. Morgan

Bark Craine At St Helena

Friday March 18th

Disposed the remainder of the oil on board the
program, in all 194 Hhds & 15 Galls. Took 869 Galls of casks
from her. The Lotta Beard arrived at Sandown.

Saturday March 19th

Employed in getting ready to stow off the ship, cleaning
iron & so forth.

Sunday March 20th

Fine weather, one watch on shore for a m.

Monday March 21st

Monday March 21st

This day Capt Smith turned the ship over to Capt F. Wilson also discharged
the first officer D A Anthony and shipped myself B D Cleveland in his place
as chief mate of the ship also discharged the 3rd officer J B Smith and
shipped Charles Donnelly as third mate also shipped one stowaway that we
got in Reabekeda latter part busy stowing the ground in the hold

Tues March 22nd

engaged receiving provisions from the Lotta Beard and stowing it away
have employed a cooper to do what evering there is needed to be done on board a few days

Mens 23rd

This day we are still receiving provisions also are taking water and
stowing the ship off still employing a cooper from on shore.

Bark Clarice At St Helena

Thur March 24. 1881

This day employed stowing the ship for sea also bought and received 240 ft of
Bath board from Bark C.W. Hogan also one broad bongun also two iron poles got
through with the copper and sent him on shore at 12 twelve o'clock. Skipped steward Cook to
day they came on board and began duty - Cook name William Wilson

Friid 25. 1881

Today employed getting & saved from the old Grace all went down
the Forte Galant yard to get a new band put on. Discharged one man
as his time had expired.

Sat 26. 1881

This day we are still employed getting wood and stowing it below
every thing seems to be going on nicely on board ship.

Mon 27. 1881 all well on board

To day have been engaged getting wood also carried some iron work on shore
to have repaired the C.W. Hogan sailed 15 day for home carrying Capt Smith & Co. & others
as passengers.

Tuesday 28.

This day begins with fine weather. Engaged clearing up the decks also got one
cask of B Pork from the Bark Greyhound gauge of each 148. no bbls 423 latter
part went and got a set of davies also began to put them up.

Wednesday 29.

This day ship still at anchor busy getting wood also putting up davies & bars for
another boat latter part sent some iron work on shore to have fixed for the davies

Thurs 30.

This day engaged at various kinds of work also got one load of
wood from the Scho. Scotty Beard also sold to the Catharine Capt H.
one firkin of Butter

St Helena April 1st 1889

Fri 1. To day begins with various kinds of work going on latter part went over to one of the hulks and got some pair of slide boards also push them on and fitted 2 two blocks for the davits.

Sat 2. 1889

This day begins with fresh breezes engaged repairing the rigging latter part sent some iron work on shore to be repaired also bought some wire rigging compass & medicine Chest

Sun 3. 1889

To day finds the ship at anchor in the harbor of St Helena with fresh trade

Mon 4. 1889

This day we are busy fitting things up in general also sent on shore some chains for topsail Shuts also topgallant Sheets took the Starboard wach on liberty ashore

Tues 5. 1889

This day begins with fine weather find to day that 2 two of the men in the Starboard wach have deserted the ship their names are Dick Pearter & John Brava sent the port wach on liberty latter part the day filled 2 casks of fresh water also got the new topsail Shuts and sent them aloft 2 two ships sailed to day

Wens 6. 1889

This day we are still getting things ready and snaged up for sea find that 4 four men out of the port wach have deserted the ship their names are Johnson Sam Filina also Josiah Pease & Lejones

Thur 7. 1889 St Helena

First part left Vincent came on board and mended the windlass after breaking the aneroid out leaf Vincent went on shore we then stowed the anchors and maid sail ship on the Eastern tack heading E.S.E latter part sighted 2 whalers land bearing S.W. by E

St Helena April 8. 1881

First part ship standing in towards the harbor - also engaged at various
little jobs middle part maid sail and headed the ship out to sea again
as Capt Vincent has not as yet got the deserters. latter part tack ship engaged getting
out flour Leat 15.43d Seeng 6.40 West

Sat 9.1881

First part busy setting up the main top galant & royal back stays as they are very slack
ship on the Port tack the Island bearing W by S about 25 miles dist latter part run the
ship into the harbor and received some sweet potatoes pumpkins onions also a letter from
Capt O saying he had shipped a second officer also should not get ready to come on
board until Monday Leat 15.38 Seeng 6.41 West

Fri 10.1881

This day finds us laying off an in at St Helena with fresh trades Capt Vincent
still looking for the deserters so maid sail and stood the ship out to remain
until Monday ship on the eastern tack middle part lost sight of the land, latter part more ship
sight the Bark Greyhound also one other whaler in sight Leat 15.35 Seeng 6.51 West

Sun 11.1881

This day begins with moderate trades ship cruising with all sail set sighted three
whalers cruising off shore, middle part shorten sail latter part run into the harbor

Tues 12.1881

This day begins with moderate breezes Capt Vincent came on board bringing
a second mate by the name of Chapman also caught one of the men that
deserted name Charles Jones so maid sail and sailed out on the eastward
tack latter part ship stand along on the port tack see a small white water

Wens 13.1881

This day begins with the ship standing in toward the harbor and Capt Vincent
went on shore ship laid off an in a short time sett the course and stood out
to sea leaving Capt on shore. latter part run the ship in the harbor waiting
for Capt Vincent to come on board

St Helena April 14. 1881

Thursday 14

This day begins with fresh trades ship laying off an on caught 4 four of the runaway men there names Leong Sam, Peas & Dick Pinta & John Brava Capt Vincent came on board bring a Cooper that he had shiped so maid sail and started for the whalinground 17 seventeen men forward latter part ship beating off and on working to the eastward 3 three ships in sight long 06.24° West

Fri 15. 1881

To day begins with moderate trades ship working to the windward the Bark Petral Capt Clagon speak as bound in port the wash busy at ship duty latter part ship on the Port tack the wash busy making Spanishm

Ship Lat 15.79 Long 04.57 West in

Sat 16. 1881

To day ship heading along by the wind on the Port tack 3 three whaleships in sight steering along with no latter part wind breezing on so put one reef in the topsail the wash busy breaking out forward in the lowe hole

Ship Long 05.27° Lat 16.46° S

Sun 17. 1881

To day begins with fresh trades also squalls at sundown shorten sail see black fish 10 d., middle & latter part fresh trades also squalls saw one whaleship to the windward of us sighted the land bearing N by E

Ship Lat 16.30° S Long 05.34° West in

Mon 18. 1881

This day begins with fresh trades also squalls ship under double reef topsails & fore sail latter part sett the jib & spanker the weather still squally so got no observation

April 19. 1861

This day begins with strong trade winds ship heading along on the starboard tack by the wind middle & latter part very fresh trades the watch busy at ship duty
Lat 14° 14' S Long 0~~10~~¹⁶ W

April 20. 1861

To day ship still heading along by the wind on the starboard tack heading East. with topsails reefed there is also a very bad sea on middle & latter part equally engaged at various little jobs
Lat 12° 5' S Long 3° 16.45' W

April 21. 1861

This day begins with very fresh trades ship with double reef topsails & fore sail steering by the wind on the starboard tack middle & latter part moderated so sett the light sails ship Lat 11° 30' S Long 02.25.44' W

April 22. 1861

This day ship still on the starboard tack by the wind middle & latter part weather moderated so ship headed along about to Eby & with the light sails sett the watch busy breaking out rigging also various other jobs.
Ship Lat 10.41 S Long 01.03 W

April 23. 1861

This day ship heading along by the wind with moderate breeze the watch busy at various kind of ship duty middle & latter part the weather about the same ship Lat 10.14 S Long 00.19 M East

April 24. 1861

This day ship steering along by the wind with fresh trades middle part began to moderate latter part sett the light sails. Lat 09.49 S Long 01.28 E

April 25. 1854

Monday this day begins with fine weather ship steering along by the wind
on the Starboard tack middle part wind light latter part see finbacks of fish
the wash busy breaking out flour and small stores Lat 08.30 Long 03.11 E

Tues 26.

This day begins with fine weather the wash busy keeping some new langards
and setting up the main rigging middle & latter part ship by the wind
on the ~~for~~ Starboard tack Lat 08.22 Long 04.34 E n n

Wed 27

This day begins with fine weather ship on the Starboard tack the
wash busy at ship duty see finbacks also lots of fish

Ship Lat 08.00 Long 04.07 E n n

Thurs 28

This day begins with fresh breezes ship heading to the eastward the
wash busy getting out water middle & latter part fresh breezes ship steering to
the eastward by the wind ship Lat 08.02 Long 07.13 E n n

Frid 29.

This day begins with fresh breezes the wash busy at ship duty see Blackfish
middle & latter part fresh trades ship under short sail the wash busy
at ship duty also setting up some old shooks Lat 08.04 Long 08.33 E n

Satur.

This day begins with fresh trades ship standing along by the wind
the wash busy getting out one bundle of shooks also setting up small cask
wind light so left the eight sails ship Lat 08.10 Long 10.03 E n

May 1. 1889

Sun This day begins with moderate trades ship
by the wind latter part lack ship weather good so maid aysail
Ship Lat 8.26° Long 10.41° E n n n

Mon 2 1889

This day begins with light trades ship working to the south
middle part calm latter part a light breeze sprung up. See lots of porpoises
the wach busy geting out water Ship Lat 8.58° Long 11.28° E n n n

Tues 3.

This day begins with fine weather ship working to the south
with very light winds middle & latter part wind very light see one merchant ship
spoke him the leapt of her came on board of us bringing his Chronometer with
him to time her it proved to be shourds some minutes out placing him
away up in the interior of Africa he was bound in to St Paul took letter
of from no. Lat 8.54° Long 10.00° E n n n

Wens 4

This day begins with light weather the wach busy at ship duty
sent down the old port galant sail and repaired it a little then sent it up
again Ship Lat 8.48° Long 8.35° E n n n

Thurs 5. 1889

This day begins with moderate breeze ship running along by the wind
middle & latter part wind very light the wach busy at ship duty
Ship Lat 8.63° Long 9.41° E n n n

Frid 6

To day the weather is very light latter part busy breaking out small
stores Ship Lat 9.03° Long 9.59° E n n n

May 7. 1884

Sat. 7 This day begins with very light trade winds engaged breaking out
the slop cask latter part busy breaking out water and filling up with salt
Ship Lat 09^o 25' S Long 09^o.35' E n n n n

Sun 8

This day begins with very light weather busy at ship duty latter
part see sand & yellow tails Ship Lat 09.25' S Long 09.35' E n n n

Mon 9 1884

This day begins with very moderate weather ship working to the
South latter part the wash busy at ship duty wind still very light
see lots of yellow tails Ship Lat 09.38' S Long 09.4.1/2' E n n

Tues 10

This day begins with very moderate weather ship working to the
windward latter part broke out Bread also some old shooks to make into
small cask wind very light Ship Lat 09.51' S Long 09.44' E n n

Weds 11

This day begins with very moderate trades see lots of porpoises
latter part still very moderate busy setting up old shooks also straight
up the lashings around the head of the mainmast
Ship Lat 10° 11' S no long

Thurs 12.

To day begins with very light weather see lots of fish
latter part busy breaking out water also repairing iron work
wind light Ship Lat 10.46' S Long 09.49.30' E n n n

May 13. 1881

Wed This day ship still by the wind engaged rearing new cutting pales. latter part fresh trades ship working to the south by the wind the watch busy at ship duty ship lat 11.00⁸ Long 08.22^E n n n

Thur 14

This day ship close haled by the wind with all sail sett the watch busy at ship duty latter part see lots of porpoise ship lat 11.21⁸ Long 09.14^E n n n

Fri 15 1881

This day begins with moderate breeze ship by the wind on the starboard tack see lots of feed ship lat 11.37⁸ Long 10.36^E n

Sat 16.

This day begins with fresh breezes ship under double reef for topsail latter part fresh trades the watch busy at ship duty ship lat 12.04⁸ Long 09.⁰²

Sun 17

This day begins with fresh trades ship working to the south latter part the watch busy at ship duty maid some knew whip to the flying jib also took out water ship lat 12.03⁸ Long 09.50^E n n n

Mon 18

This day begins with fresh trades ship with double reef for topsail sett latter part wind moderated so sett the light sails the watch busy at ship duty ship 12..16⁸ Long 09..10^E is also repairing casks n

Tues 19

This day begins with light trades ship working to the south busy breaking provisions no observation seat 12.01

May 20 1884

This day begins with moderate weather ship by the wind the
weather busy breaking out and stowing away trying to make room
latter part every thing is going along nicely ship Lat 12.52° Long 08.49° E.

Sat 21.

This day begins with fine weather the weather busy at ship duty
latter part wind light see lots of fish the weather busy at ship duty
Ship Lat 13.02° Long 07.53° E n n n

Sun 22

This day begins with very moderate breezes latter part the wind
freshened so furled the light sails ship Lat 13.26° Long 08.50° E n n

Mon 23

This day begins with fresh trades ship working to the south
see jammers just at night latter part see jib back the weather busy
at ship duty Lat 13.51° Long 08.52° E n n n

Tues 24

First part begins with fresh trades ship working to the south
the weather busy breaking out water & and filling with saltwater
latter part see lots of fish ship Lat 14.14° Long 07.24° E n n n

Wens 25

This day begins with fresh breezes ship by the wind
latter part busy at ship duty ship Lat 15.00° Long 06.42° E

Thurs 26

This day begins with fine weather
ship working to the south latter part busy at ship duty
Lat 15.83° Long 05.07° E

May 27. 1881

Wed This day begins with fine weather ship working to the south latter part busying ourself at various little jobs the wind very light and clear
Ship Lat 15° 27' Long 06° 24' E n n n

Bending maintopsail

Sat 28. 1881

To day the weather very good ship working to the south latter part breaking out water also bent a new maintopsail repaird the old one and stowed it below in a cask the weather very good
Ship Lat 15° 26' Long 06° 20' E

Sund 29.

This day begins with very light weather ship still by the wind there seems but very little life or feed on the ground hear as yet scarce any birds
Ship Lat 15° 41' Long 07° 46' E n n n

Mon 30.

This day begins with very moderate weather the wach busy getting out provisions. See lots of Porpoises & life in general
Ship Lat 15° 42' Long 08° 47' E

Tues 31

This day begins with fine breeze the wach busy sending down the portopsail also bent the one we had in the sail soon repaird the old one a little and stowed it below latter part split the jib into wind breezing on so reefed the topsail and furled the mainsail there was a very bad sea heaving from the south
Ship Lat 15° 49' Long 09° 49' E n n n

June 1. 1881

Wen This day begins with very fresh trades ship under short sail
the wach busy breaking out sails at sundown headed the ship offshore
latter part beat another job the wind moderating Lat 16° 05' Long 09.10 E

Thur 2 This day begins with fresh trades ship under short sail and
rolling like damn hill the wach breaking out meat latter part began to
moderate down so maid more sail Lat 16° 14' Long 08.36 E

Frid 3. 1881

This day begins with moderate breeze ship Cruising just at night
see a large peace of whithorse or junk floating on top of the water
killed the hog & 2 chickens latter part wind moderate ship Cruising
the wach busy at ship duty Lat 16° 02' Long 09.39 E

Sat 4. 1881

This day begins with fine weather the wach geting out water
see lots of finbacks latter part ship heading inshore with all sail
set the wach busy making Spanish Lat 16° 07' Long 11.11 E

Sun 5 1881

This day begins with with fine whaling weather ship heading
inshore so as to make the land at 9 AM sighted the coast and
stood the ship inshore until twelve o'clock got latitude found Lehron
No 2 about 5 fur miles out to the eastward the wach and stood
the ship off shore Lehron No 1 5 five degrees out Lat 16.24 Long 11.34

June 6. 1881

Mon This day begins with fine weather ship heading by the wind on the port tack latter part strong trades ship under double reef topsails & courses the wach busy at ship duty Lat 11° 17' Leong 10° 09' E. n n n

Tues 7. 1881

This day begins with fresh trades ship heading off shore see finbacks & squids latter part ship under double reef topsails & courses the wach busy at ship duty Lat 11° 30' Leong 10° 38' E. n n n n

Wed 8. 1881

This day begins with fresh trades ship by the wind on the port tack latter part still fresh breeze the wach busy at ship duty Lat 11° 05' Leong 10° 12' E at sundown shorten sail

Thurs 9. 1881

This day begins with moderate trades ship steering off West see finback & squids latter part busy breaking out water at sundown wore ship nd on the starboard tack and shorten sail Lat 11° 35' Leong 10° 09. 1/4 E.

Frid 10. 1881

This day begins with fine weather ship crusing the wach busy first part repairing mainsail latter part making spun yarn at sundown shorten sail ship laying on starboard tack ice killers to day ship lat 11° 06' Leong 10° 05' E. n n n

Sat 11. 1881

This day begins with calm weather engaged putting new roping on to the old jib also breaking out small stores latter part the gear passed at sundown shorten sail Lat 11° 40' Leong 10° 03' E. n n n

June Sun 12 1881

This day begins with very light winds ship cruising about see lots of
Seal & the water has looked good also see Blackfish at sundown
shorten sail Lat 16.29° Long 06.36° E n n n

Mon 13. This day begins with very fine weather wind about N East
Engaged setting up blocks for small cask. see lots of porpoises and the
water has looked very much like whales still we do not see them
Lat 16.37° Long 06.43° E n n n

Tues 14 1881

This day begins with very light winds middle part calm engaged making
new bowsprit guys out of wire as the old ones are about ready to drop into
latter part send them out and sett them up also making up small casks
out of some old shooks that was in the ship at sundown shorten sail
wind breezing up a little Lat 16.44° Long 06.30° E n n n

Weds 15. 1881

To day begins with moderate trades ship working off to the North
busy breaking out water and heavy storm latter part raised a whitecap
5 five miles off run for it but see nothing more of it also repairing the
foretop mast stay at sundown Blackfish around the ship shorten sail
Lat 16.26° Long 06.48° E n n n

Thurs 16. 1881

This day begins with moderate trades ship working off to the leeward
busy repairing iron work also making new flying jib guys out of wire
in the place of the old ones as they were very poor indeed got one down
and sent it out board and sett it up at sundown shorten sail

Lat 15.54° Long 06.51° E n n n

June 17 1861

Frid

This day begins with moderate trades ship working across the ground busy repairing iron work also finished putting out the flying jib guys and sett them up also sett up the jib guys also commenced to make new wire backrops to the dolphin striker at sundown shortened sail
Leat 15.13⁸ Lieng 07.40 E. n n n n

Sat 18th 1861

This day begins with fine weather ship cruising employed making new backrops finished them and sent them out as the old ones are entirely worn out. see humpbacks
Leat 15.13⁸ Lieng 06.37 3/4 E. n n n n

Sunth This day begins with fresh trades ship on the port tack latter part raised a large sperm whale going quick to the lehe lowered boats ^{L. Boat 90 lbs} about 1/2 half pass five P.M. the boat went on and struck the whale run sharp but after a while killed him and got him along side at half pass ten in the evening so maid him fast for the night boat crew watches just before dark raised a school of large whales
Ship Leat 15.14⁸ Lieng 07.04 E. n n n

Mon 20th This day begins with fresh trades got everything all ready and commensed to cut there being a very bad sea on brok one chain strap also brok one blubber hook and every thing seemed to work the wrong way hooks tore out the blubber is very tender got three small pieces on deck came on night so maid 3 three watches for the night also got out meat no observation n n n n n

June 21. 1881

Tues This day begins with moderate breezes began this morning cutting got the head off and body in board at twelve o'clock latter part began taking the head off the sink in board and the cast in and cleared away and slipped it over board at six in the evening got supper and sett the wash port wide took the first wash out cleared away the wash and started the washes
no observation

Weds 22 This day begins with fine trades engaged boiling and cutting blubber all hands on deck. got the body all cut up into horse pieces at about 3 P.M. Lat 14.38 Long 06.59 & at dark have got about 25 bbls of oil headed up on deck.

Thurs 23 1881

This day begins with fine weather engaged boiling. middle part began cutting the sink at 3 p.m. finished boiling the body then began to boil the sink about 60 sixty bbls headed up on deck broken Cask of home bread found it so near spoilt not took out enough to last for a few days headed the rest up for trade ship

Lat 14.45 S. Long 06.17 E n n n n

Fri 24 1881

This day begins with fine weather engaged boiling the head middle part got all through boiling began getting ready to stow down found about all of the cask in the ground on the port side of the main hatch way rotten so had to have lots of repairs on them not being fit for oil as they now are run down 1.184 Gall about 38 bbls see hump backs and finbacks all got out water Lat 14.45 S Long 06.32 E n n n n

June 25. 1861

Sat.

This day begins with fresh trades ship on the port tack began stowing the remainder of the oil down below also had to take out the whole ground brft the main hatch. ship under l. short sail finished getting the oil below making in all stowed below 90 ninety bbls struck all of the emptiness below hand gave her the ship a light wash off no heat or long

Sun 26. 1861

This day begins with very fresh trades ship under short sail there was also a very bad sea having latter part moderated a little so we were ship around on the eastern tack no observations

Mon 27. 1861

This day begins with light trades engaged repairing the flying jib also Capt & the mate working on the old windlass trying to get it so we can use it as the inside where the shaft goes through is all rotten took the shaft out and cut some of the punk out then bored around the place where the shaft goes with hard wood then drove the shaft in worked all day got it together so as to use it in case we want it everything seems to be dropping apart we're now on the speaker no observation

Tues 28. 1861

To day we are having moderate trades busy repairing the ship in the gangway patching and building up also fitting the cutting or blubber hooks. See finback, humpbacks & algerians at Sundown shorter sail Lat 14.44 Long 07.40

Jan 29. 1881

Wend.

This day begins with moderate trades raised a large whitewash this morning run ship towards it but see nothing more of it engaged getting out water also cap & busy fitting over the old ground tear cask as some of them are very poor have got lots of work that need to be done pushing ahead things as fast as we can so as to catch up with things that are gradually giving out Lat 15° 00' S Long 178° 45' E

Thur 30

This day begins with fresh trades employed making new tryworks cover also just at night one of the spokes to the wheel dropped out at sundown shorten sail ship Lat 14° 46' S Long 172° 28' E can not tell what will let go next.

Fri 31st 1881

This day begins with fresh trades also a very bad swell on ship laying to under short sail engaged repairing the wheel also various little jobs made a new forecastle have seen lots of birds no observation

Sat 2 1881

This day begins with trades ship by the wind with reef topsay engaged making a frame to go under the tryworks cover also building over the old hopper try to make it last the voyage have seen nothing to day at sundown tack ship still fresh breezes

Lat 15° 26' S Long 175° 41' E

Sun July 3rd 1881

This day begins with fresh breeze ship on the eastward tack after breakfast began to moderate a little so made little more sail at sundown wind light ship Lat 15.08 Long 06.32 E

Mon 4. 1881

This day begins with fine weather ship cruising about with all sail set engaged repairing over rotten casks that have had fresh water in them allow brok out water & bread also sugar ship Lat 15.05 Long 07.22 E

Tues 5. 1881

This day begins with very light winds engaged repairing cask allow various small jobs latter part calm ship Lat 15.02 Long 07.38 E

Weds 6. 1881

This day begins with very light weather the wach busy at ship duty middle & latter part calm see finback ship ship Lat 15.19 Long 07.52 E

Thurs 7. 1881

To day begins with light tradeship on the Port tack with all sail set. busy at ship duty see finback
Lat 15.30 Long 07.52 E

Frid 8.

This day begins with fine breeze ship cruising see finback & porpoises the wach busy at ship duty at sundown shorten sail
Lat 16.05 Long 06.44 E

July th
59 18.81

This day begins with moderate trades ship passing
about see squid & finback the wach busy at various kind of
ship duty latter part got out water Lat 15.55 Long 06.35 E ~ ~
shorten sail ahanderon

Sun 10 18.81

This day begins with fine weather see
humpbacks middle & latter part fresh trades the air is smoky
latter part shorten sail Lat 15.48 Long 07.07 E ~

Mon 11. 18.81

This day begins with fine weather
ship on the eastearn tack see but a very little life steering not very
good seeing Lat 15.45 Long 07.08 E ~ the wach busy at ship duty

Tues 12. 18.81

This day begins with moderate trades
ship heading inshore everything looks dull no life steering about
the wach busy at ship duty. Lat 15.21 Long 08.28 E ~ ~

Wens 13. 18.81

This day begins with very light trades ship on the starboard
tack the to seeing very poor the wach busy at ship duty latter part
calm Lat 15.30 S Long 09.09 E ~ ~ ~ ~

Thur 14 18.81 This day begins with very light trades
middle & latter part calm ~~engaged~~ engaged making a new flying jib
jumper out of wire also finished making the jib stay still there continues
to be lots of work ahead ship steering in towards the land
Lat 15.21 S Long 09.30 E ~ ~ ~ ~

July 15th 1861

Wind This day begins with moderate trades ship steering inshore the eyebolt that the topsail halyard hooks into halled up through the rail so had put in a new one also making new dead eyes to be put in the place of the old ones that are drooping out of the lower rigging at sundown the land about 70 seventy miles off from us ship steering E & E for Little Fish Bay Lat 15.26° Long 10.38° E

Sat 16. 1861

This day begins with very light airs at 09 A.M. breeze springing up from the N East ship steering E & E on the port tack sailing along about 4 knots at 3 P.M. passed the coast abreast of Cape Grego about twenty five dist. I found the Chron all correct after supper the northw wind died out so headed the ship off shore bound to the north. see finbacks & humpbacks the wack busy at ship duty also making over casks and ship building over Lat 15.22° Long 11.29° E

Sun 17. 1861

This day begins with very light winds ship steering off to the north see lots of small pieces of squid latter part calm ship Lat 14.55° not very correct Long 11.52° E

Mon 18.

This day begins with very light winds ship steering to the North the wack busy removing out the new flying jib boom jumper stay also set it up and making dead eyes no observation today

Tues 19. 1861

This day begins with light breeze ship steering N by W first part busy at ship duty latter part breaking out water & provisions at sundown shorten sail Lat 13.19° Long 10.23° E

July 20th 1881

Wednesday. This day begins with moderate trade ship steering off Frizly
Isle one finback the watch busy at ship duty abandoned shorten said
Leah 12.577 Leeng 0.920 E N N N

Thursday 1881 This day begins with moderate trade ship steering North
at 10 AM sighted a sail and run for it proved to be the ship
Jerry Perry Captl Chee had taken 180 bbls seen whales three times
gained her Capt Wenham board of her & so steered the ship along
by the wind at sundown Capt Vincent returned on board so
let the ship lay with main yard aback purchased a rubber hook
from the Jerry Perry gave in exchange one box of tobacco on
one observation to day

Friday 21. 1881

This day begins with moderate barge ship steering off of Frizly
the watch busy at ship duty see porpoises & finback also gave out
molasses to the men. ship Leah 12.197 Leeng 0.801 E N N N

Saturday 23 1881

This day begins with moderate trader first part raised
4 different ships off to the leeward of us run down to them and had
a general gain with the Elizabeth also bearings of Flakland and
all of the Capt went on board of the Seafarer one other ship we call
the Renouf the most of them had seen whales and got small cuts
returned on board and let the ships head along to the west
the Leeng

Sun July 24 1881

This day begins with fresh trades ship on the port tack 2 two sail in sight off our leeward ahundown shorten sail
Ship Lat 11.2° Leong. 062° E n n n n

Mon 25

This day begins with moderate trades ship cruising about looking sharp for whales see lots of porpoise there are also 2 two ships in sight latter part one of them gone out of sight the week busy breaking out water also various little ships jobs
Lat 11.18° Leong. 063° E n n n

Tues 26 1881

This day begins with fine weather ship steering off to the north engaged sailmaking bent the old fore sail, busy repairing the old topsail first part the fore sail latter part shorten sail
Ship Lat 10.5° Leong. 065° E n n n

Weds 27 1881

This day begins with very fine whaling weather ship cruising about looking sharp the week busy repairing sails latter part bent an old fore topsail so as to repair the one that was alast ahundown shorten sail no Leong today

Thurs 28 1881

This day begins with fine weather at half past six o'clock this morn raised a large break 5 five miles to the windward turned out to be ⁱⁿ whales every large school going to the p.m. lowered three boats at eleven AM and after a long chase the 1st Boat went on to a large whale darted both iron and struck the whale fair so as to bend the iron did not get fast chased on a while longer just at mid the 2d Boat went on and struck the 3d Boat struck after a little while then the 1st Boat struck got all 3 thru whales along side and made fast at eight o'clock in the evening no Leong

July 29. 1881

Fri'd This day begins with very fine weather at daylight got everything all ready and began cutting the whales got them all inboard at 10m P.M. then cleared the waist sent the falls down and then cleared 2 two of the smallest heads away got supper sett the wash judging them to be less than 60 lbs of head & blubber on deck ship Lat 10° 15' S Long 130° E

Sat July 30 1881

This day begins with very fine weather at daylight began clearing away the head got all through cutting the blubber I had it up then started the works just before noon time latter part calm no observation

Sun July 31. 1881

This day begins with very fine weather ship working to the south engaged boiling at sundown have got about 35 bbls of oil headed up on deck Lat 10° 30' S Long 130° E

Mon Aug 1 1881

This day begins with very fine weather busy boiling middle part got the whale all tried out and put the fat down on about 9th then cleared things up in general and gave her a light wash down have got 65 bbls headed up on deck Lat 10° 45' S Long 130° 13'

Aug 2th 1881

To day began clearing the ground away and taking it on deck as it is often also storing new casks for oil latter part got the oil all down making 66 bbls 28 gall each got the casks all below ship Lat 10° 18' S Long 130° 7' E

Aug. 3. 1881

This day begins with fresh trades ship working to the south engaged washing ship inside middle part see finback & porpoise
Lat 10° 18' Long 86° 55' E

Aug 4 1881

This day begins with moderate trades busy putting various little tools in order that belong to the whaling gear middle part see lots of squid Lat 10° 20' Long 87° 05' E

Aug 5 1881

This day begins with very fine weather ship working to the windward they much busy at ship duty there seems to be a very bad swell on Lat 10° 35' Long 86° 51' E

Sat 6 1881

This day begins with very fine weather ship working to the south engaged working on topsail covering it with thin sheathing stuff at 2 P.M. sighted a sail off the starboard beam apparently under short sail only in sight about an hour ship Lat 10° 51' Long 86° 50' E

Sun 7 1881

This day begins with very fine weather ship on the westward tack at 09 min AM raised a sail 2 two points off our lee bow which proved to be the ship Perry lost sight of him after a little while eastward raised him again just before night coming up astern

Lat 11° 10' Long 86° 50' E

Mon Aug 8 1881

This day begins with very fine weather & sighted
2 two sail to the leeward of us engaged sail mending latter
part run down to one of the ships her name E. F. Heriman Capt Miller
of Boston Capt Vincent went on board of her stayed a little while
Lat 10° 51' Long 07° 42' E n n n n n

Tues 9 1881

This day begins with fine weather saw
three sail came with the Petrel & the Heriman the Capt came
on board of us first past the wach bus at ship duty
Lat 11° 22' Long 07° 11' E n n n n n

Wens 10 1881

This day begins with fine weather
at day light lone sail in sight the ship on the eastward tack
the wach bus at ship duty latter part the wind freshened
at sundown shorten sail ship heading to the west Lat none

Thurs 11 1881

This day we are having fresh
trades ship steering off to the W.C. W. first part seeing
sail the wach bus a various small job latter part saw
3 three more sail at sundown shorten sail
Lat 11° 30' Long 07° 23' E n n n n

Fri Aug 12 1881

This day begins with fresh breezes 3 three sails
in sight the Perry Perry spoke w^s Capt went on board and remained
about 1/2 one half hour return on board then kept the ship off bound
to the north the watch busy at ship duty latter part see one more
sail called it the Falcon Leat 11.11 & Leong 06.59 E n n n n

Sat 13. 1881

This day begins with moderate breezes
ship running to the north the watch busy at repairing the mizzen
staysail latter part break out water Leat 12.4.53 Leong 07.14 E n n

Sun 14. 1881

This day begins with very light airs see
Blackfish ship steering to the N.E. east just after dinner raised 2 two
large lone spear whales going into the E.S.E lowered 2 two boats
and chased on with paddles as it is about calm the 1st boat went on
and darted the iron toggled so did not get past the 2nd boat then went
on 2 two different times and darted but the irons did not go through
the blubber or held on 2 two or three minutes so did not get either one
the whale seemed perfectly at home after getting on board kept the
ship off under easy sail just as the whale was going
Leat 09.22 Leong 08.04 E n n n n

Mon 15 1881

This day begins with very light weather
ship steering along into the E.S.E. sun lots of porpoises latter part calm
the watch busy felling off new lanyards to the foretopmast backstays
and setting them up Leat 08.47 Leong 08.18 E n n n n

Augt 16 1881

Fri. This day begins with very light winds

middle & latter part calm engaged putting up a wire fib stay also
set up the chain stay also replacing the spanker vangs see lots
of Porpois. Leath 08.46 Seong 08.24 E n n n n n

Wens 17 1881

This day begins with very light weather
the watch busy setting the head gear also various other small jobs
one man below sp sick name Thomas Samuels the cook that we
shipped in St Helena gave up his office as cook by mutual consent
and moved his things forward and Josiah Pease moved abaft in
his place and began duty as Cook. Leath 08.59 Seong 08.33 E n n n

Thur 18. 1881

This day begins with light breeze ship
cruising the watch busy at various little jobs latter part painted a
new cutting fall no observation n n n n n

Frid 19. 1881

This day begins with very light
breeze ship cruising about the watch busy breaking out meat and small
stores also putting in a new dead eye to the lower rigging also setting
up the topgallant backstays no observation n n n n

Sat 20

This day begins with moderate trades
ship cruising about see Blackfish & pinbaeks also porpois the watch busy
at repairing the dead eyes forward also putting a new one in the rail
at sundown shortened sail Leath 08.23 Seong 09.57 E n n n

Sun Aug 21 1881

This day begins with moderate breezes ship
crossing see lots of porpoise Lat 08°24' Long 09°48' E

Mon 22 1881

This day begins with fine weather
ship heading off shore see porpoise the watch busy sailing
Lat 08°27' Long 09°47' E

Tues 23 1881

This day begins with fine weather
ship heading to the westward see lots of porpoise the watch busy getting
up the main rigging also put in 3 three new dead eyes to the lower rigging
Lat 08°21' Long 08°46' E

Weds 24. 1881

This day begins with very fine weather
ship on the westward tack the watch busy at ship duty have seen
finbacks and porpoise. Lat 08°24' N Long

Thurs 25

This day begins with very fine weather
ship crossing see porpoise first hatch block out water latter part
busy at ship duty at sundown shorten sail Lat 08°27' Long 07°12' E

Frid 26

This day begins with fine breezes
ship crossing about have taken the spare spar that was lashed on deck
and put it up on its end along side of the forecastle also various other
little ships jobs. Lat 08°35' Long 08°02' E

Aug Sat 27. 1881

This day begins with fine weather ship on
the easterly tack with all sail set repaired the mizzen top
staysail latter part set up the foretop gallant flying at sundown
shorten sail no observation

Sun 28 1881

This day begins with very fine
weather ship heading into the east with all sail set see
lots of jimpers Lat 70° 9' 02" Long 59° 10' E

Mon 29 1881

This day begins with fine
weather ship on the easterly tack see lots of Cero fish engaged getting
out shark heads and sharks find them about all too large to
store below in the lower hold Lat 70° 8' 35" Long 59° 52' E

Tues 30. 1881

This day begins with
very light breeze ship steering off to the west busy breaking out shark
and setting up casks no observation

Wens 31. 1881

This day begins with very
light winds ship steering off to the west at west busy at various
little ship jobs also setting up old sharks no seeing

Sept 1st 1881

This day begins with very fine weather first part
busy coppering at 11 eleven AM raised a large brace called it Spear
whales run for it at 12 PM raised the school of Spear whales 2 two
miles off our lee beam going very quick into the East lowered the
boats & all sail also paddle heard trying to get in ahead
of the whales but the whales was going lots faster than the ship or the boats
so kept chasing until it came in dark so lost sight of the whales
Calm on board and kept the ship going along all night with all sail
set they were all small whales Lat 7° 49' Long 8° 47' E. n. n. n.

Fri 2 1881

This day begins with very fine weather
tack ship this morning headed the ship to the westward see lots of porpoise
the watch busy at various little ships jobs the capt setting up old shanks
latter part breaking out water I bread & flour also Beans latter part calm
Lat 7° 56' Long 8° 08' E. n. n. n. n. n.

Sat 3. 1881

This day begins with fine breeze
ship steering off to the north west latter part kept the ship off the
the watch busy at ship jobs also setting up shanks have set up 44
bols of old shanks see Black fish to day at sundown hauled the ship
by the wind on the starboard tack and furled the light sails
Lat 7° 37' Long 8° 06' E. n. n. n. n.

Sept 14 1881

Sun This day begins with very fine breeze ship
steering off to the East see lots of Porpoz & dolphin at sundown
shorten sail Lat 7° 17' Long 18° 42' E. n. n. n.

Mon 5 1881

To day begins with fine breeze
ship on the eastward tack see one humpback busy at ship duty
allow putting on new channels abreast of the chain plates to the main
rigging starboard side at sundown shorten sail
Lat 7° 08' Long 19° 37' E. n. n. n.

Tues 6. 1881

This day begins with very fine weather
ship steering off into the S.E. raised 2 the humpback lowered 3 three
boat to try to catch them but the wind being so light could not get fast
returned on board and went to work in the ship rigging at sundown
shorten sail Lat 7° 15' Long 19° 04' E. n. n. n. n. n.

Wens 7. 1881

This day begins with calm weather
raised 1 Blackfish lowered down and caught 1000 lbs for trade in Kealakona
also busy at ship duty parted one of the foretop shrouds
Lat 7° 09' Long 19° 36' E. n. n. n. n.

Sept 8. 1864

Thur This day finds us steering East with very light winds engaged getting shucks on deck middle hatch lowered the boats and chased a humpback and in lowering the W. Boat one of the harps straighten out which let the end of the boat go down all in a heap one man went overboard also some of the boat gear but got the man and the stuff all right with but a very little damage returned on board without getting anywhere near the whale. Then began getting up shucks also working in the rigging. Lat 06.54 Long 110 $\frac{1}{2}$ E.

Fri 9. 1864

This day begins with very light weather engaged setting up shucks so as to have them all ready for use when we get to port and ship our oil middle & latter part calm ship Lat 06.46 Long 110.31 E. the land about 40 forty miles off by our reckoning.

Sat 10. 1864

This day begins with very fine weather engaged steering casks below that we have been getting up latter part gave the ship a thorough washing with lye wash before night got the chains up and bent them then got the anchors off the lines into their shoes see something just before night looks like land am not certain got the sounding line I laid up on deck all handly for use ship Lat 06.32 Long 12.11 E. wind very light

Sept 11. 1861

This day begins with very light weather raised the land at daylight this morning about fifteen miles to the south of Congo River ship standing in towards it see hump about four P.M. anchored abreast of the South point of the river in six fathoms of water land two miles dist gave the ship 35 thirty five fathoms of chain to the edge of the water clewed the topsails down and furled the lightsails see three large man o wars coming out of Congo River just ab dark wind very light gave the Boatsteers the watches maid 4 four watches for the night got no sleep today

Mon 12. 1861 Congo River:

This day begins with light breeze hove the anchor up just after breakfast and run the ship into the mouth of Congo River came on calm so had to anchor again before getting up to shark point got dinner and a good breeze sprung up so hove the anchor up and run the ship up about 3/4 of a mile above sharks point then anchored in six fathoms of water gave the ship 30 thirty fathoms of chain and clewed up the sails and began breaking out casks getting ready for water Capt Vincent started in pursuit of potatoes &c ends this day

Tues 13. Congo River

This day finds us at anchor in Congo River busy getting water also one gang in shore cutting wood ab sundown have got 3 three boatload of wood and 225 bbls water the natives are very sharp to trade with us and a great deal more for their trade then it is really worth

Sep 14. 1864 Congo River

Wens This day begins with very fine weather ship laying at anchor in Congo River engaged getting water and taking water Platter peat washed the out side of the ship have got 4000 four hundred bbls of water and 5 five Boatload of wood & sandtysd,

Thur 15. ⁶² Reabenda

This day begins with fresh breeze at early daylight hove up the anchor and started for Reabenda middle the day wind very light arrived into Reabenda and anchored just ahdark Sehr Letty Blaying there been there one week so ends this day.

Frid 16. 1864 Reabenda

This day begins with fine weather engaged receiving Coal from the Sehr 9 min Casks. 3 three tons also bought a chain cable from the Sehr Letty received 1/2 half of it on board stowed the coal and the old cable below in the hold then flagged the casks. 3 three ships came in to anchor Pioneer 140 ft 8 sp Tiger 750 ft Falcon 95 sp

Sat 17. 1864 Reabenda

To day we are laying about not doing but a very little but waiting for ships to come and take the stuff from the Sehr de we can get at our at noon time let the Port watch go ashore on liberty gorge gave the men 2 fathoms & Boersteus 4 fathoms so ends this day

Sun 18. 1864 Reabenda

This day ship laying at anchor in Reabenda one watch on shore having liberty

Sept 19. 1881 Klabenda

Mon This day begins with fine weather sent 2 two
boats over after noon.. got some track today latter part the
ship "Elijah Adams" came in. taken six hundred spear
(also the Beltha came in to anchor)

Tues 20. 1881 Klabenda

This day begins with very light
weather the SB watch on liberty received on board the remaining
45 fathoms of Chain Cable and shackled part of it together and bent in on
to the anchor also received 3 bbls of Butter & one sheek Head cask of
heads and hoofs also 2 large bundle of shooks landed them on deck
fast at night 3 three ships came in sight on side so ends this day.

Weds 21. 1881 Klabenda

This day begins with
very light weather 3 three ships that was anchored outside last night toward
and sailed in to anchor Perry & Hilton & Heerenleis one watch
on shore having liberty first at night the Seairinger came in port

Thur 22. Klabenda

This day begins with
very fine weather engaged painting with coal tar around the bends
after received one small cask of Coal from the Leoty Capt Vincent.
also exchanged some tools with Capt Chase also sold him one Persia darting
gun and sold 26 pence brass to Capt Healee ship Tiger also sold
one darting gun to Capt. Fletcher ship Milton. so ends this day in

Sept 23. 1888 Keabenda

This day begins with moderate weather engaged
fiting the fore royal riging also received some 36 casks of meat from the
Schr all of our stuff seems stowed to the bottom of every thing

Sept 24 Keabenda

This day begins with moderate
weather engaged waiting for our provisions latter part received
4 four casks of meat and some small stores.

Sund 25 Keabenda

This day ship lay in to anchor
one ship came in to anchor so ends this day

Monday 26 Keabenda

This day ship still receiving
stores from the Schr middle part stowed down eight casks of meat
on the port side also received one cask of Bread 312 gall and
stowed it below from the Schr latter part got all our provisions
now are waiting for the Schr to get ready to take the oil also
got 1 cask of Molasses from the Schr 149 gall and let Capt Robinson have
38 gall out of the cask so ends this day got one bbls of meal from Schr

Tues 27 Keabenda

Today still waiting for the
Schr to get ready to take our oil although we have but a small ^{int} anchor
this morning the Galeon shifted her anchorage farther out side so
as to keep the men from running away so ends this day

Wens Sept 28th 1881 Klabenda

This day begins with moderate weather began at daylight hoisting our oil also pumping & getting it at noon time got the decks all filled up and ready to strike it into the lighter for shipment. Then went to work and mixed some black paint and put over some stages and painted the ports all black making the ship all black just at night the Greyhound anchored outside of the harbor.

Thur 29th 1881 Klabenda

This day begins with very fine weather this morn morning at daylight began shipping our oil with the lighter on board of the S.S. at 2 PM got the oil all off deck into the lighter and sent it to the ship then stored the meal below then began lowering the ground tier and running water below so ends this day a n t

Frid 30. 1881 Klabenda

This day engaged stowing the ground also running water sent 2 two boats after wood after dinner sent one boat in with a small raft of casks for water latter part got the water that we had on deck all stored below. Just at dark the boats with wood got along side & loaded them and sent them in to help tow the water to the ship got the raft alongside and hoisted in on deck at eight o'clock in the evening so ends this day

Sat Oct 1. 1881 ^{Bat 8th} Klabenda

To day busy getting the water and wood below got all the cask below back the bundles of cheecks then gave the ship a good wash off inside so ends this day

Henry Brooke deserted. also Charles Jones & William Wilson went on board of the Bark Bertha in exchange with 2 two of her men by mutual consent as the said Bertha is bound home.

Oct 2. 1861 Klabenda

Mon This day begins with fine weather ship all ready for sea we end this day on watch on liberty

Tues Oct 3 1861 Klabenda

This day begins with light winds got breakfast and have short main sail started for sea at sundown the land about 12 miles dist stowed the anchors and chaine before night have got 2 bundles of shooks large size and one shook head cask on deck so ends this day

Wed Oct 4. 1861 At sea

This day begins with very fine breeze ship steaming off by the wind heading West stowed down 2 bundles of shooks between steer & all so the shuck head cask, brok out meat no observation

Thurs Oct 5. 1861 At sea

This day begins with fine breeze ship by the wind heading West see jibbacks & humpback just at night see blackfish the watch busy at ship duty leave 15° Seeng 9.25 East not very correct

Fri Oct 6. 1861

This day begins with fine breeze ship heading West on the port tack brok out water from forward just at sundown wind headed the ship off so tacked ship see lots of fish today no Seeng

Frid Oct 7. 1881

Le. Boat

This day begins with very fine breeze ship cruising
in the Eastern tack the watch busy at ship duty at 4 PM raised a
sight off our lee beam a six miles dist proved to be a large school of
Sperm Whales I working to the windward in a line which they
milled off lowered 3 three boats and just as the sun was going down
the Le Boat went on and struck a small whale and took him to the
ship the whale made no step as the boat had no chance to get
any more as dark was so near at land Lat 76° 57' Long 08° 50' E. N. N.

Sat 8. 1881

"

This day begins with very fine weather
got the faller up early this morning and harked on to the whale and cut
him inboard then got breakfast then out the bladder and head up
put it all into the tubs and cask then washed the decks let the bladder
remain so as to ripen Lat 76° 55' Long 08° 50' East in a manner

Sun 9. 1881

This day begins with very fine

weather ship working to the windward see lots of fish

Lat 76° 06' Long 08° 32' East

Mon 10. 1881

This day begins with very fine breeze

Started the works early this morning middle part finished boiling
latter part cleared up and washed the decks have got about ten
bbls oil headed up on deck no long

Oct 11. 1881

Tues. This day begins with very fine weather ship working to the south the watch busy at ship duty Lat 70° 15' Long 103° E.

Wens 12. 1881

This day begins with very fine weather the watch busy at ship duty latter part break out water also stowed the 2 1/2 casks of oil between decks Lat 70° 42' Long 101° 30' E. see humpbacks & grampus

Thurs 13. 1881

This day begins with very fine weather ship on the western tack cruising the watch busy at ship duty Lat 70° 44' Long 101° 06' 42" E.

Frid 14. 1881

This day begins with fine cruising weather the watch busy at ship duty latter part see humpbacks Lat 70° 40' Long 084° 22' E.

Sat 15. 1881

This day begins with fresh trades ship working to the south see humpbacks the watch busy at ship duty Lat 70° 26' Long 09° 47' E.

Oct 16th 1881 At Sea

June This day begins with very fine weather
Ship cruising on the western tack Leave 7.24 Seong 8.9.40

Mon 17. 1881 exp

This day begins with
fine cruising weather first part sea blackfish. The watch busy
cleaning the windlass at sundown shorten sail
Sea 107.19. Long 08.40E n n n n

Mar 18. 1881

Wens 27 Mar 19. 1881

This day begins with moderate
breeze ship cruising so lots of *Algerinus* also caught some the
watch busy at ship duty Dec 15 7.29 Long 08.43 E. W. W.

Thur ~~Sept~~ 20. 1881

Thur ~~Feud~~ 20. 1881 This day begins with very fine
weather during the night, the end of the dolphin striker slipped
off just above the spider band letting everything attached to it loose.
Back rope fib & fly fib jumper all let adrift the wood being entirely
rotten off engaged repairing the wreck latter part got things
especially straightened out again for another mishap
as such things being but a trifle. latter part brok out meat
so long as a " " " " " "

Fri 21 Oct 1881

This day begins with very fine weather
engaged bending a new maintop galant sail also broke out
water the ground looks very dry no leeng n n n n n

Sat 22. 1881

This day begins with very fine
weather ship cruising engaged repairing maintop galant sail also
broke out cask of Bread no leeng n n n n n

Sun 23. 1881

This day begins with very fine
weather ship cruising middle & latter part calm
Lat 08° 09' Leng 09.08° E n n n

Mon 24. 1881

This day begins with very light
winds engaged overhauling brace blocks also painting over the
white places on the outside of the ship Lat 07° 39' N Leng 11°

Tues 25 1881

This day begins with very
fine whaling weather ship on the eastern tack the watch busy
at ship duty at sun down shorten sail
Lat 07.23 Leng 08.53 E n n

Oct Thurs 26. 1881

This day begins with very fine breezes.

Ship steering off S^E by E. there seems to be a very strong current setting to the North but the ground looks dry

Lat 07.03 Long 086.3 E. n. n. n.

Thurs 27. 1881

This day begins with very fine

breezes ship steering N^E by E see 2 humpbacks first part the day. The wash busy getting out water latter part shorten sail

Ship Lat 06.00 Long 07.39 E. n. n.

Fri 28. 1881

This day begins with fine

breezes ship steering N^E by E West see a small white water called it a humpback also see 2 two school of Black fish at sundown shorten sail Lat 05.40 Long 06.37 E. n. n.

Sat 29. 1881

This day begins with fresh

breezes ship steering off to the westward the wash busy at various small jobs latter part shortened sail

Lat 05.30 Long 05.25 E. n. n. n.

Sun 30. 1881

This day begins with fine

breezes ship steering N^E W

Lat 05.44 Long 04.12 E. n. n.

Mon 31. 1881 Ship steering to the westward see lots of porpoise and life Lat 5.40 Long 2.35 East n. n. n. n. n.

Over ^{the} 1. 1884

Tues. This day begins with very light
breezes ship steering to the westward middle part breeze up in
light squalls engaged overhauling blocks forward also sounded
the pumps and found 6 six inches of water the ship had made
since the night before 12 hours at sundown shortened sail
Lat 05°45' Long 0118° E n n n n n

Weds ^{the} 2 1884

This day begins with light fog equally
ship steering to the west middle part wind freshened latter part
fresh trades so doubled reefed the topsails and sounded the pumps
also pumped ship find the ship has made 9 in nine inches
of water during the last 24 twenty four hours Lat 05°58' Long 00,02^{miss} E

Thurs ^{the} 3 1884

This day begins with fresh breezes
ship cruising along middle part see finback latter part
shortened sail also sounded the pumps found ship had made
9 nine inches of water during the last 24 twenty four hours
did not pump ship out no long n n n n n

Frid ^{the} 4 1884

This day begins with very fine weather
ship cruising see finback & porpoise the watch busy at ship duty
sounded the pumps to night found 19 inches of water
ship had made in 48 hours pumped ship to end of the ^{day}
Lat 05°52' Long 013 miles West n n n

Nov 5. 1881

Sat This day begins with very fine weather ship cruising middly part see Blackfish the crew busy at ship duty latter part pump ship Seal 6.14 Seeng 00 02

Sun 6. 1881

This day begins with very fine weather ship Cruising the ground looks dry sounded the pumps first at night ship made 9 nine inches of water in 24 hours
Seal 05.58 Seeng 00 38 miles East

Mon 7. 1881

This day begins with fresh breezes ship cruising see blackfish 8 lots of porpoise three years ago today the ship sailed from Edgartown dock lots of changes during that time on board of the Clarion 1 new Capt 1 new mate 1 new second mate & three new 3rd mates.

Ship Seal 6.11 Seeng 00 26 miles E

Tues 8. 1881

Today begins with very fine weather ship cruising just at night see finback repaired the foretopsail and bent the old main top galant sail forward as the old one was very poor Ship Seal 6.11 Seeng 00 34 West

Wens 9. 1881

This day begins with very good weather ship cruising the crew busy at ship duty Seal 06.53 Seeng 00.01 mile East

Nov 10. 1881

This part of the day begins with fine weather ship cruising also lots of life looking about the watch busy at ship duty in general also break out water just at night pump ship found the usual amount of water in the hole amount leakage 9 min inches in 24 hours
Leave 0700 Leng 0015 miles W

Fri 11. 1881

This day begins with fresh trade ship cruising about looking sharp but every thing looks dry and forsaken the watch busy at ship duty
Leave 0710 Leng 0021 miles West

Sat 12 1881

This day begins with fresh trade ship cruising see lots of porpoises latter part the day the strap that the port back rope gets fast to parted letting everything loose attached to it got a tare on the back rope and hauled haled up tank for the night Leave 0708 Leng 0024 miles West

Sun 13. 1881

This day begins with fresh breeze ship on the eastern tack due to two school of Blackfish heading into the west ship leave 0020 Leng 0013 East

Opp 20th
14. 1881

Monday This day begins with fresh breezes
ship on the easteen tack the wash busy repairing the ship
head gear also break out water and flock latter past moderate
signals with light rains ship had 1000 of Leong 12 miles

Tues 15. 1881

This day begins with fresh
trades ship on the easteen tack at 7 P.M. raised a school of
Sperm Whales going to the windward ship was in amongst them
before we see the so they was gallied up lowered four boats down
and chased on after the whales after a long pull the 3rd.
boat went on and struck a whale and brought him to the ship
the other boats chased on but got no where near the whales which
to give them up that seeme to be a plenty of whales got to the
ship and maid the whale fast then got supper

Ship Lat 50° 02' Long 133.24 East

Weds 16. 1881

This day begins with fine weather
cut in the whale before breakfast then harked ship also cleared
the deck some and started the works just after dinner raised
a school of whales going to the west lowered all 4 four boats
and pulled up to the windward of the whales then put the sails
and the boat went on and struck a fifty bbls whale which
sounded heavy taking the most of 2 two tubs of line came up to
of water and long before the boat got the line in sounded again
and parted the line so lost the whale having to go on board with
no fish got all hoisted up just at dark got supper but the wash
and started the works again larboard wash out

Lat 55.57 Long 133.24 E. n. n. n. n. n.

Nov 17. 1881

This day begins with very fine weather ship
Cruising engaged boiling the whale middle part cooling down and
clearing things up above decks latter part got everything all
Snugged up and washed decks have got about 78 bbls headed up on
deck shorten sail at sundown Lat 56° 19' E. S. N. W.

Frid 18. 1881

This day begins with fresh trades
Ship Cruising the watch busy getting out water and meat also
rove off new boat fastened to the bow boat davit latter part
shorten sail ship Lat 56° 24' S. Long 03.51 E. S. N. W.

Sat 19. 1881

This day begins with fine weather began
slowing down the oil in the forward hatch got it all down and
the emptiness stored away first before noon time latter part over
the clearing blocks no observation to day ship steering in to the
Northeast. have stored down about 28 bbls oil.

Sun 20. 1881

This day begins with very light winds
ship on the western tack middle part wind freshened after supper
sighted a school of Spear Whales going into the West kept the ship
straight for the whales but long before the ship could get hovey where near
the whales dark came on so had to luff the ship by the wind and
go in and bear the consequences no Seng to day have seen
Birds and porpoise to day

Nov
21. 1881

This day begins with light winds ship steering off N by E middle part wind began to freshen see killies at 2 PM tuffed the ship up NNE at 4 PM tuffed the ship by the wind at sundown wore ship and shortened sail Lat 35° 58' Long 03° 57' E

Tues 22. 1881

This day begins with fresh trades ship cruising on the westward tack the watch busy at ship duty latter part shorten sail Lat 36° 00' Long 03° 37' E

Weds 23. 1881

This day begins with light squally weather ship cruising about the watch busy at ship duty at sundown shorten sail ship lat 36° 07' Long 03° 44' E

Thurs 24. 1881

This day begins with very fine weather ship cruising on the westward tack the watch busy at various small jobs due lots of fish abundance shortened sail Lat 36° 12' Long 03° 47' E

Fri 25. 1881

This day begins with very squally wet weather ship cruising middle part cleared off and the sun came out so kept the ship off and run to the north the watch busy breaking out small stores at sundown shortened sail Lat 36° 13' Long 03° 04' E

Sat
26. 1861

Sat This day begins with very fresh trades ship crew
at 10 ten AM raised a sail $\frac{1}{2}$ point off our port bow steering
iron & kept the straight for it passed along close to the sail which
proved to be a small Bark by the name Leonda belonging to
Angola Portugal attempted to exchange longitude but did not
understand each other for certain. the watch busy at ship duty
in general at Sandown drubbed & reefed the topsails
Lat 33.45 Long 04.14 E n n n

Sun 27. 1861

This day begins with fresh trades ship
crossing see lots of Birds latter part shorten sail no long

Mon 28. 1861

This day begins with very fine
weather ship crossing on the westward tack the watch busy at
ship duty latter part raised a small white water 3 miles
off our lee beam run for its $\frac{1}{2}$ with ship found it to be
Blackfish latter part shorten sail Lat 33.53 Long 03.53 E

Tues 29. 1861

This day begins with fine
weather ship crossing the watch busy at ship duty at
Sandown shorten sail Lat 33 Long 04.02 E n n n

Wens 30. 1861

This day begins with fine weather
ship crossing see Blackfish and lots of birds latter part
shorten sail Lat 33 Long 03.41 E n n n

Sat 7th 1864

8pm This day begins with fine breeze ship
cruising with lots of fish in sight the watch busy at various
ships jobs 1 reef new topgallant staysail halyards abounding
shorten sail Lat 06°39' Long 032°0 E " " "

Sun 8th 1864

This day begins with thick
squally weather along towards nine o'clock AM cleared off so
kept the ship off and steer'd North but see nothing latter part
shorten sail Lat 06°08' Long 031°0 E " "

Sat 9th 1864

This day begins with fine
weather ship cruising lots of birds & fish in sight everything
but whales in sight abundance shorten sail reef new main
buntlings to the mainsail Lat 03°52' Long 044°0 E " " "

Sun 10th 1864

This day begins with
moderate breeze ship cruising latter part see Blackfish
Lat 05°49' Long 05°12' E " " "

Mon 11th 1864

This day begins with very
fine weather ship cruising on the western tack see lots of birds
& fish the watch busy at ship duty
Lat 05°40' Long 041°0 E " "

Dec 6th 1861

This day begins with very good weather ship
cruising engaged straightening the rattings on the mizzen
rigging latter part headed the ship into the eastward
Lat 05° 33' Long 080° E n n n

On Wed 7. 1861

This day begins with fine
cruising weather see lots of porpoise & Algerines also finback
the watch busy at ship duty in general

Lat 05° 28' Long 07° 20' E n n n

Thur 8. 1861

This day begins with very
good weather ship cruising on the eastern tack the watch
busy at ship duty in general latter part broke out water
see dolphin Lat 05° 38' Long 05° 41' E n n n

The hog had 7 seven pigs to day

Fri 9. 1861

This day begins with fine
breeze ship heading by the wind on the starboard tack
the watch working up the rigging the water looks very thick like
Rouge river Lat 05° 34' Long 07° 10' E n n n

Dec¹⁸⁸¹ 10. 1881

This day begins with fine trading weather ship working to the south or trying by this seems to be a very strong tide setting to the north the wack busy at ship duty in general Lat 05° 35' Long 07° 02' E.

Sun 11. 1881

This day begins with fresh breezes ship carrying sail working to the south the ground looks very dry ship Lat 06° 03' Long 06° 39' E.

Mon 12. 1881

This day begins with fresh trades ship working to the windward looking sharp but seeing nothing the wack busy at ship duty in general Lat 06° 07' Long 07° 39' E.

Tues 13. 1881

This day begins with fine weather ship working to the south the wack busy overhauling the lifts & footropes Lat 06° 16' Long 07° 01' E.

Weds 14. 1881

This day begins with fine weather ship working to the windward we still seem to be in the dark water looking very much like Congo river the wack busy repairing lifts & footropes

Ship Lat 05° 38' Long 08° 09' E.

Dec 15th 1881

This day begins with fine weather ship ^{crossing} Cunard
with all sail sett first past the strap in one of the deadeyes that
the flying jibboom greg. sets up to parted, maid a new one out
of halyard stuff also working in the rigging
Lat 07° 12' Long 052° E

Wednesday 18, 1881

This day begins with fresh
trades ship work to the south see a school of blackfish the watch
busy repairing the rigging trying to make it half way decent looking
Lat 07° 30' Long 041° 2' E

Sat 17. 1881

This day begins with fresh
trades ship working to the windward the watch busy breaking
out water and meat latter part the wind moderated
so sett the light sails also faltting down the rigging
Lat 08° 10' Long 03° 05' E

Sun 18. 1881

This day begins with fine crossing
weather ship working to the south with all sail sett there
are lots of fish around the ship
Lat 08° 50' Long 01° 50' East

This ship Log Book You will find contained in the
next book

Dec 18. 1881 Adieu

Amount of Spearin oil Shipped by the Sch Letty Beard at Keakanda

Sept 29. 1881

gall hask

No	210	Spearin
1	208	" "
2	210	" "
3	165	" "
4	188	" "
5	210	" "
6	163	" "
7	168	H "
8	145	H "
9	108	H "
10	82	H "
11	80	H "
12	77	Sv "
13	100	H "
14	113	Sv "
15	90	Sv "
16	105	Sv "
17	110	Sv "
18	162	H "
19	180	Sv "
20	212	H "
21	759	Sv "
22	184	H "
23	190	Sv "
24	100	H "
25	114	H "
26	115	H "
27	126	H "
28	125	Sv "
29	109	H "
30	125	H "
31	143	H "
32	90	H "
33	168	H "

as) 4871 (77
 44 1/2
 46 1/2
 94 1/2
 20 gall

Amount of Spearin Oil Stewed down

June 24. 1881

Gall

2.10	180
2.10	90
2.08	80
1.08	126
1.14	210
1.62	105

1884

1.69	190
------	-----

Prv¹⁴ 1884

June 25

1.836	
1.10	225

1.63	164
------	-----

1.13	167
------	-----

H1.45	128
-------	-----

H1.09	H127
-------	------

H2.12	H115
-------	------

H1.25	
-------	--

H1.65	
-------	--

H1.15	
-------	--

H1.00	
-------	--

H .82	
-------	--

H .80	
-------	--

Aug 2 1884

H114	
------	--

H100	
------	--

H126	
------	--

H168	
------	--

H168	
------	--

H 80	
------	--

H184	
------	--

H143	
------	--

March 15 Beef account 1861
Cask 4 1/4 bbls

	April 30	Bbls	\$	"
May	7	1 "	1	"
"	14	1 "	1	"
"	26	Cask	3	"
June	20	1 "	3 3/4	"
July	22	1 "	3 1/4	"
Aug	19	1 "	4 3/4	"
Oct.	5 1/4	1 "	3	"
Oct.	20	1 "	3 1/2	"
Nov.	22	1 "	4 1/4	"
Dec	17	1 "	4 1/4	"

Pork account 1861

	May 15	Cask	Bbls
June	1	1 "	3 3/4
Aug	4	1 "	4 1/3
Oct	4	1 "	3 1/2
			3 1/2

Bread account

April 5 Cask Gall 215 new

May 10	" old	257
June 23	"	212 - took out just a little
July 4	" new	185 as it was spoilt
July 28	" old	212
Sept 12	" new	211
Oct 6	" new	
Oct 22	" new	212
Nov 28	" new	211

April Flour account

April 8 Cask	Bls	
	4 1/2	new
June 15 "	4 1/4	old
Aug 05 "	4 1/2	new
Oct 18 "	5 1/2	new

Aug 3 1881. Butter one ^{lb} 67 lbs
Oct 11. 1881 64 lbs
Nov 28. 1881 100 lbs

~~Beef Account~~

March 15	Broke up Cask of Beef	4 1/4 bbls
April 30	100 lbs Beef	100 lbs
May 7	1 " "	1 "
May 14	Beef	1 "
May 26	Cask of Beef	3 "
June 20	" "	3 3/4 "
July 22	" "	3 7/8 "

~~Pork Account~~

March 15	B. Cask of Pork	3 3/4 bbls
----------	-----------------	------------

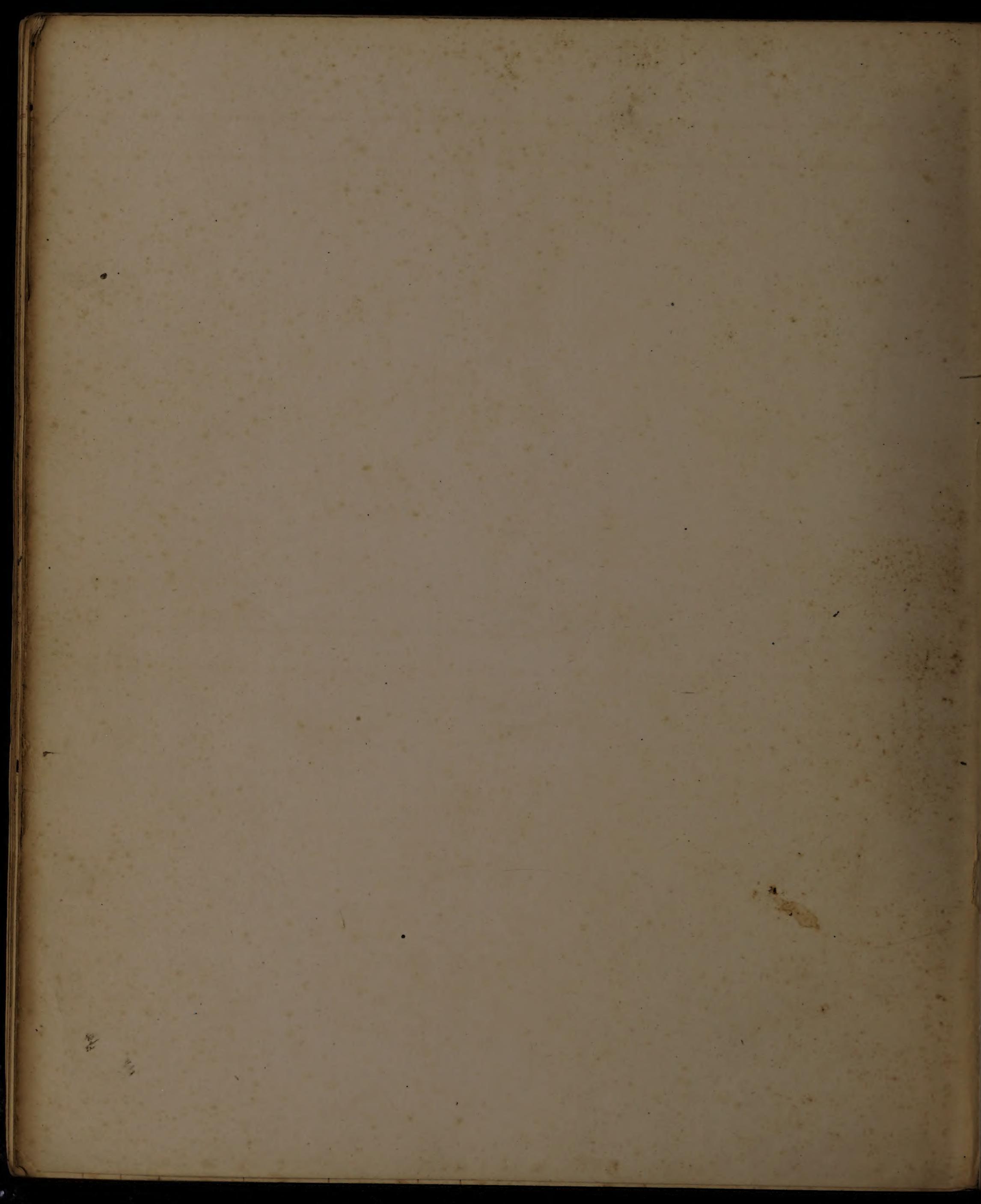
June 1	Started Pork	4 2/3 "
--------	--------------	---------

Oct 1881 gave the
men three allowances of
molasses 17 gall
Nov 1881 gave out the allowance
of molasses 19 gall
Nov 19 given each of us
Nov 25 flour & sugar & beans & vinegar
Dec 17 gave out flour & sugar & the men took care

April 3, 1881 Bread account Cask gall 2 1/2
April 8, 1881 Flour Cask bbls 4 1/2
May 10. " Bread 1 Cask 2 5/8
June 15 Cask Flour 4 1/4
June 23 Cask of Bread just took a little out 2 1/2
it being so near spoil kept the rest for trade
July 4, 1881 Cask Bread 1 18 5/8

Butter Account 1881

March 25, 1 Reg 10 lbs
April 4 took out 2 pds full of sugar
April 20 gave out molasses 17 gall
April 20 Greed Apples & Turnips full
" 25" sugar & vinegar " " "
May 6 sugar & cinch & rice & Beans & tea & coffee
May 20 sugar & cinch 17 gall molasses
May 30 flour & sugar & cinch
June 11 flour & sugar meal & vinegar for me
June 15 flour
June 22 molasses 17 gall - - -
July 22 Molasses 17 gall - - -
Aug 22 " 17 gall - - -
Sept 22 " 17 gall - - -



Nicholson
Whaling
Collection



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